MARCH 1957

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CONSTRUCTION REVIEW

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APPRENTICESHIP IN THE BUILDING TRADES

ECONOMIC ASPECTS OF NEW HIGHWAY PROGRAM

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Construction Review is prepared under the direction of

Walter W. Schneider, Chief
Construction Statistics and Economics Branch
BUILDING MATERIALS AND CONSTRUCTION DIVISION
BUSINESS AND DEFENSE SERVICES ADMINISTRATION
U. S. DEPARTMENT OF COMMERCE

Arnold E. Chase, Chief
Division of Construction Statistics
BUREAU OF LABOR STATISTICS
U. S. DEPARTMENT OF LABOR

Inquiries on the content may be addressed to Construction Review, in care of either agency.

CONSTRUCTION REVIEW

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*Beginning with this issue, the following tabulations are introduced for regularly scheduled publication in Construction Review:

In Part B--Housing, tables B-7 and B-8 provide quarterly data on housing vacancy rates--nationally and by metropolitan-nonmetropolitan and regional location.

In Part D--Contract Awards, tables D-3 and D-4 provide monthly data on contracts awarded in the United States, as reported by the F. W. Dodge Corporation and the Engineering News-Record, respectively.

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At a Glance

CONSTRUCTION ACTIVITY IN FEBRUARY--New construction activity declined seasonally in February, but the $2.9 billion of work put in place during the month was slightly above the February record set in 1956. Last month's outlays brought the total for the first 2 months of 1957 to almost $6 billion--an alltime high for the January-February period. Private construction expenditures for January and February amounted to nearly $4.3 billion in both 1956 and 1957, whereas the public total was 11 percent greater this year--at about $1.7 billion for the first 2 months.

HOUSING STARTS IN JANUARY--Nonfarm housing starts totaled 65,000 in January--slightly more than in December but 13 percent below January 1956 volume, and low in comparison with January in most other recent years. Private starts declined a little from December (by 2 percent) to 62,200 in January, and were at a seasonally adjusted annual rate of 1,010,000--the lowest since last September. A spurt in public housing during January (mainly Capehart military housing) more than offset the mild dip in private starts. The decrease in private housing was entirely in units begun under FHA and VA programs, as conventionally financed housing increased by about 5,000 units over both December and the previous January.

FHA-VA ACTIVITY IN JANUARY--The total of nonfarm housing started under FHA and VA programs continued to decline in January--to the lowest January figure on record, or a third of all private starts. VA appraisal requests also were down from December, to the lowest January total since 1953. Although applications for FHA mortgage insurance were at a relatively low level in January, they were up seasonally from December. All of the 15-percent increase over the month was in applications for 1-4 family housing.

HOUSING VACANCY RATES, FOURTH QUARTER 1956--The housing vacancy rate in the fourth quarter of 1956 was 2.5 percent of all dwelling units in the United States, compared with 2.8 percent in the preceding quarter and 2.7 percent in the 1955 fourth quarter. The decline over the quarter and over the year was in both "for rent" and "for sale" housing, and occurred primarily in the West. (See tables B-7 and B-8, introduced in this issue.)

NONFARM MORTGAGE RECORDINGS IN 1956--The value of nonfarm mortgage recordings declined by 5 percent from the alltime high of 1955 to $27.1 billion in 1956--the first decrease in annual totals during the postwar years. All types of institutional lenders shared in the overall decline. Savings and loan associations--the major source of mortgage funds--reduced their loan volume by 9 percent over the year. The next largest source--commercial banks--reported a 3-percent decline. The only increase from 1955 to 1956 was shown in loans recorded by individual lenders.

BUILDING PERMITS IN JANUARY--After declining in November and December, building-permit valuations rose 6 percent in January to a $1.1-billion total--reflecting increases for all major kinds of building except commercial structures. Advances in permit valuations from December varied from 5 percent for dwelling units to 17 percent for community building (schools, churches, and institutions), and 43 percent for industrial plant. Compared with a year earlier, however, the January 1957 total was off by 6 percent because of a lower level of permit valuations for dwelling units and commercial building.

PUBLIC CONTRACTS AWARDED IN 1956--Construction contracts awarded during 1956 by all public agencies (Federal, State, and local) were valued at $10.3 billion, or 13 percent more than the 1955 total. Federal contract volume expanded by 27 percent over the year to $2.0 billion, and the State and local total rose by 11 percent to $8.3 billion. Important advances occurred in State and local awards for highways and roads, hospitals, schools, and sewerage facilities, and in Federal contracts for conservation and development projects and electric power facilities. Contract volume increased for all other kinds of public works also, except federally owned hospitals, warehouses, and airfields, and State and locally owned utilities (including electric

power). Awards dropped sharply from 1955 to 1956 for toll roads, but were up 10 percent for highway construction as a whole.

CONTRACT AWARDS IN JANUARY AND FEBRUARY--The value of construction contracts awarded in the United States during January 1957 was 4 percent higher than in January 1956, according to data reported by the F. W. Dodge Corporation. The value of engineering awards dropped 9 percent over the year, offsetting an 8-percent increase in building construction contracts.

Reports of the Engineering News-Record show that the value of large construction contracts awarded during the 12 months ending in February 1957 was up 3 percent from the year ending February 1956. There was only a slight decline in overall private construction contracts, while public contracts rose substantially (9 percent). Private contracts would have shown a much sharper decline had not private industrial buildings advanced by almost 60 percent between the two 12-month periods. The increased contract volume for highways and bridges contributed about half of the increase in the public sector. (For a description of these two new series, see Technical Note, p. 16.)

CONSTRUCTION COSTS IN JANUARY--Construction costs showed only a slight increase in January 1957, as indicated by the Department of Commerce composite cost index. The index, at 133 percent of the 1947-49 average, was 5 percent higher than the level of a year ago, although for the 6 months ending in January the rise amounted to only 1 percent.

BUILDING MATERIALS PRICES IN JANUARY--The wholesale price index for building materials rose in January for the first time since last August, but was only 1 percent above the level of a year earlier. The fractional increase from 130.5 in December to 130.7 in January reflected chiefly advances for structural steel shapes, softwood plywood, cement, and Douglas fir lumber. (Prices for the latter rose in January after declining steadily since last April.) These and smaller gains for a number of other commodities, including cast-iron soil pipe and some heating equipment items, more than offset some scattered declines, including a drop in prices for southern pine lumber to the lowest level since February 1956.

CONSTRUCTION MATERIALS OUTPUT IN DECEMBER--New December peaks were established for the output of iron and steel products and portland cement although all major groups of construction materials showed declines from November. Downward movements are normal for this time of the year, but some were quite marked. The index for asphalt roofing and siding products fell to a level 30 percent below that of a year earlier and was just a shade above the postwar December low of 1951. The other declines from December 1955 ranged from 9 percent for paint, varnish, and lacquer to 19 percent for millwork. The output of plumbing fixtures and gypsum products in the final quarter of 1956 also fell from the previous quarter and from the corresponding period of 1955, and the former was at a new postwar low for the fourth quarter.

CONTRACT CONSTRUCTION EMPLOYMENT IN JANUARY--The number of workers on construction contractors' payrolls declined seasonally in January to 2,754,000. This total was 166,000 more than a year earlier and a record high for the month. Detailed data available for 1956 show that average monthly employment increased from 1955 on all major classes of contract construction. Over-the-year gains varied from 2 percent on highway work, and 6 percent on heavy engineering, to the 11-percent employment expansion reported by general building contractors.

HOURS AND EARNINGS IN 1956--Average weekly earnings were higher in 1956 than in 1955 on all types of contract construction, owing entirely to higher wage rates. For the industry as a whole, weekly earnings in 1956 averaged $101.65, or $5.71 above the 1955 figure. Average hourly earnings increased by 14 cents over the year to $2.74, whereas the average workweek in 1956, at 36.4 hours, was a half-hour less than in 1955. On both building and nonbuilding, it was the shortest in several years. The December 1956 weekly hours and earnings averages were up from November for all types of contract construction except highway and heavy construction.

Apprenticeship in the Building Trades, 1950-56

CARL W. EASTON*

A general improvement in the balance between apprentices and journeymen in the building trades occurred between 1955 and 1956, according to information provided by building trades unions in 52 large cities.[1] The upward trend in the number of apprentices in most trades brightened prospects for an increased number of highly skilled journeymen in the construction industry, which has been operating at unprecedented rates since 1950. However, the fact that in several trades the number of persons completing apprenticeships failed to keep pace with journeymen losses through death, retirement, and disability during 1956 highlights the continuing need for increasing the size of training programs.[2]

Construction apprenticeship programs which meet standards recommended by the Federal Bureau of Apprenticeship and Training usually involve a period of from 3 to 5 years on the job, a planned program of rotation covering all types of operations, and related classroom instruction. Such training is designed to produce a journeyman skilled in all facets of the trade and capable of handling the most difficult aspects of his job.

In evaluating the size of training programs, it must be noted that many apprentices drop out before completing the prescribed training. For example, during the first half of 1956, agreements were canceled or suspended (usually for military leave of absence) for 2 of every 5 new apprentices registered.[3] Many of those dropping out of the apprenticeship programs continue working at the same trade, so the benefits derived from the training are not lost to the industry; but the former apprentices cannot be considered as adequate replacements for highly skilled craftsmen, even though later they sometimes achieve journeyman status.

The most favorable journeymen-apprentice ratio[4] in 1956 was reported by the sheet-metal workers' union which had 1 apprentice for every 7 journeymen. In this trade, for which the employment outlook is very good, some improvement has been reported each year since 1953. This encouraging trend in the journeymen-apprentice ratio is reflected in an increased number of apprenticeship completions per 1,000 active journeymen in recent years. In 1956, the number of apprenticeship completions in the sheet-metal trade was more than twice as great as the number of journeymen lost through death, retirement,

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* Of the Bureau of Apprenticeship and Training, U. S. Department of Labor.

[1] Based on data collected annually by the Bureau of Labor Statistics, U. S. Department of Labor, from building trades unions in 52 large cities. (For cities included in this survey, see BLS Bull. 1192, Union Wages and Hours: Building Trades, July 1, 1955.) Similar data are not available for other communities nor for nonunionized workers. It is likely that a less favorable ratio of journeymen per apprentice prevails in small communities than in large cities, as labor and management groups have promoted apprenticeship more intensively in the larger communities where more diversified training opportunities are available.

[2] See Apprentice Training in the Building Trades, 1950-55, in Construction Review, October 1955, for an analysis of the development of apprentice training programs by labor and management organizations in the construction industry.

[3] The number of registered apprentices in each of the principal building trades, by State, as compiled by the Bureau of Apprenticeship and Training, is shown semiannually in Construction Review--usually in the March and September issues. As of June 30, 1956, the total of 103,612 registered apprentices was distributed by trade as follows:

Bricklayer*	12,133	Plasterer	2,459
Carpenter	25,707	Plumber and pipefitter	21,374
Cement mason	1,074	Roofer	1,348
Electrician	16,968	Sheet-metal worker	10,679
Ironworker	2,907	Other construction trades	3,427
Painter, paperhanger, and glazier	5,536		

* Includes marble setter, mozaic terrazzo layer, stonemason, and tile setter

These figures include both union and nonunion apprentices, in small as well as large cities. Statistics are not available on the number of unregistered apprentices, but on the basis of reports from field representatives of the

and disability. Electricians were next to sheet-metal workers in the 1956 journeymen-to-apprentice ranking, with an average of 1 apprentice for every 7.7 journeymen. This trade's outstanding record in maintaining a high proportion of apprentices is reflected in a consistently favorable balance of apprenticeship completions over journeymen losses. A similar situation is found in the roofing trade, which

COMPARISON OF NUMBER OF APPRENTICES AND JOURNEYMEN IN SELECTED BUILDING TRADES, 1950-56 [1]

Year (as of July 1)	Bricklayer [2]	Carpenter	Electrician	Ironworker	Painter, paperhanger, glazier	Plasterer and cement mason	Plumber and pipefitter	Roofer [3]	Sheet metal worker
	Active journeymen per apprentice [4]								
1950	6.9	14.6	5.2	21.9	29.1	7.7	8.2	8.9	6.6
1951	7.4	13.6	6.5	14.8	31.7	8.6	9.5	6.9	8.2
1952	10.6	23.1	8.4	14.0	37.0	10.6	9.6	6.8	7.7
1953	11.0	25.0	7.7	13.0	40.9	11.2	9.8	8.4	8.7
1954	12.4	28.2	7.7	17.0	37.2	14.9	9.9	8.6	8.6
1955	12.1	27.2	8.6	21.8	32.7	14.4	9.9	6.9	8.2
1956	11.3	21.6	7.7	20.3	30.5	12.6	9.9	8.0	7.0
	Apprenticeship completions per 1,000 active journeymen [5]								
1950	43	16	44	18	9	29	15	45	43
1951	69	16	45	21	11	42	27	51	35
1952	32	8	38	18	5	27	29	43	33
1953	24	7	34	14	7	19	18	36	22
1954	31	5	29	18	9	19	17	31	22
1955	27	6	28	19	7	21	18	31	23
1956	23	8	37	17	6	17	22	41	27
	Journeymen losses per 1,000 active journeymen [6]								
1950	16	10	17	18	10	17	15	25	14
1951	16	13	15	23	27	20	18	34	22
1952	19	14	13	16	18	16	18	27	13
1953	16	14	16	18	37	17	18	28	11
1954	18	12	16	25	15	27	17	28	14
1955	20	11	20	19	18	17	21	27	17
1956	19	18	20	20	18	22	22	32	12

[1] Based on data collected by the Bureau of Labor Statistics from building trades unions in 52 cities with 1950 populations of 100,000 or more.

[2] Includes marble setter, mosaic terrazzo layer, stonemason, and tile setter.

[3] Roofer: composition slate, and tile.

[4] The ratio of the number of journeymen working or available for work, to the number of persons working under apprenticeship agreements.

[5] The ratio of the number of persons who completed the prescribed apprentice training during the previous 12 months, to the number of active journeymen on July 1 of the specified year.

[6] The ratio of the number of journeymen who became unavailable for work because of death, permanent disability, or retirement during the previous 12 months, to the number of active journeymen on July 1 of the specified year.

had 8 active journeymen per apprentice in 1956. In these three trades, which together accounted for more than a quarter of all apprentices registered in the construction trades in mid-1956, apprenticeship completions exceeded journeymen losses by a comfortable margin each year from 1950 through 1956.

Among plumbers and pipefitters--the trade with the second largest number of registered apprentices--the journeymen-to-apprentice ratio remained at 9.9 for the third successive year. In the cities surveyed,

Bureau of Apprenticeship and Training it is estimated that there was 1 unregistered for about every 5 registered apprentices in the industry.

[4] The figures reported by the building trades unions cover production as well as construction workers. The number of both apprentices and journeymen increased in the 1954-56 period.

the number of apprenticeship completions in this trade was just equal to the number of journeymen lost during 3 of the last 4 years.

The bricklayers had 11.3 active journeymen per apprentice in 1956. Although this is a noticeable improvement over the ratios reported during the previous 2 years, labor and management organizations have recognized the need for further apprentice training in view of the favorable employment outlook for this trade. For example, the Bricklayers, Masons and Plasterers International Union at its 1956 convention went on record as favoring a ratio of 1 apprentice for every 5 journeymen. An improved ratio was also reported by the Operative Plasterers and Cement Masons International Association (12.6 journeymen per apprentice in 1956, compared with 14.4 in the previous year), but apprenticeship completions failed to equal journeymen losses in 1956.

Carpenters, structural ironworkers, and painters, paperhangers, and glaziers had low proportions of apprentices in 1956, averaging 21.6, 20.3, and 30.5 journeymen per apprentice, respectively. In each of these groups, however, the 1956 journeymen-apprentice ratio represented some improvement over the comparable figure for 1955. As a result of the generally unfavorable ratios prevailing in these trades in recent years, journeymen losses in most instances have far exceeded apprenticeship completions. In the painting and paperhanging trade, where technological and other changes have slowed down the rise in employment, journeymen losses have outnumbered apprenticeship completions about 3 to 1 since 1952. Among carpenters, whose skills are basic to virtually all types of construction and who form the largest craft in the construction trades, journeymen losses have been about double the rate of apprenticeship completions in the past 5 years of steadily expanding employment.

Expected growth of the construction industry should result in a continuing need for additional craftsmen. Expansion in highway and various types of heavy construction programs during the next few years is expected to maintain an especially strong demand for such skilled craftsmen as carpenters, cement masons, and structural ironworkers--trades in which apprenticeship completions have failed to keep pace with journeymen losses in recent years.

Economic Aspects of the New Highway Program

L. Jay Atkinson and Edmond L. Kanwit*

This article appeared in substantially the same form in the December 1956 issue of the Survey of Current Business (out of print). It is presented here because the subject matter is of particular interest to our readers.

Marked expansion of highway construction in recent years has not been of sufficient scope to take care of accumulated needs and expanding requirements. Only in the last 2 years have capital outlays for highways approached the proportion of total gross national product that they accounted for in prosperous prewar years.

With the Highway Act of 1956, the Federal Government has undertaken a long-term program of increased assistance to the States which will provide (1) large and expanding allocations for a mainly Federal-financed interstate system linking the principal cities, and (2) a stepped-up allocation for the regular Federal aid to States program on a 50-50 matching basis.

For the Interstate system, the act authorizes a total of nearly $25 billion of Federal funds over the next 13 years for the 90 percent or more of total cost to be borne by the Federal Government. The State matching requirements will add another $2.5 billion plus small sums for previous authorizations not yet spent.

The regular Federal aid program of $2.5 billion for fiscal years 1957-59 will require about equal matching of State funds. Authorization of regular Federal aid has not been specified after fiscal year 1959.

Actual spending may exceed the above totals because of funds to be made available but not yet authorized. Federal-aid funds for highway construction through 1972 are now estimated at $38.5 billion. Together with required State matching funds, more than $50 billion will become available for cooperative Federal-State interstate and regular aid projects over the duration of the program.

Perhaps the dimensions of this program are more readily grasped in terms of annual rates. Spending, including matching funds, on Federal-aid highway projects has risen from less than $1 billion in 1952 to nearly $1.7 billion in 1956. It is expected to rise to $3 billion within a few years, reaching $3.5 billion by 1965, and to continue rising to around $4 billion late in the program, on the basis of projected trust fund receipts, which control Federal expenditures under the act.

TABLE 1.—MAJOR HIGHWAY DISBURSEMENTS

(Billions of dollars)

Type of disbursement	1952	1953	1954	1955	1956[1]	Change, 1952-56
Total disbursements	5.4	5.9	6.9	7.8	8.1	2.7
Capital outlays	2.9	3.3	4.0	4.3	4.9	2.0
Free highways	2.7	2.9	3.2	3.4	3.8	1.1
Federal-aid projects[2]	1.0	1.1	1.2	1.4	1.7	.8
Non-Federal aid	1.7	1.8	2.0	2.0	2.1	.4
Toll facilities	.2	.4	.8	.9	1.1	.9
Noncapital outlays	2.5	2.6	2.8	3.0	3.1	.7
Maintenance	1.6	1.7	1.8	1.9	1.9	.3
Administration and police	.4	.4	.4	.4	.5	.1
Interest and debt service	.5	.5	.6	.7	.8	.3

Source: Bureau of Public Roads. [1] Preliminary estimates. [2] Includes direct Federal expenditures.

Recent Highway Expansion

Despite rising postwar outlays for highways, road building in the first few years after the war was quite inadequate in comparison with the growing traffic. As late as 1952 the volume of construction

* Of the Current Business Analysis Division, Office of Business Economics, U. S. Department of Commerce.

adjusted for price changes was still below the prewar rate. By 1952, however, vehicle-miles were more than 50 percent above the prewar peak.

In more recent years a substantial expansion has taken place in highway construction. In the past 4 years the volume of highway construction, adjusted for cost changes, has increased by two-thirds. This sharp rise is attributable to (1) a substantial rise in Federal aid matched by State funds, (2) an upsurge in toll road construction, and (3) a stabilization through mid-1955 in road construction costs which enabled rising receipts to purchase increased road construction.

Between 1952 and 1956, Federal-aid spending nearly doubled, rising $400 million. In the past 2 years, the continued increase in matching funds required most of the increase in State highway funds available for construction. In independent State and local road construction, as shown in table 1, the largest increase was for toll roads, outlays for which increased almost $1 billion between 1952 and 1956.

THE NEW HIGHWAY PROGRAM

The principal objective of the Federal Highway Act of 1956 is the completion of the National System of Defense and Interstate Highways, a 41,000-mile Interstate System of high-speed expressways. All but about 7,000 miles of the network will be of divided highways of 4 or more lanes with controlled access and no grade crossings. The general locations of the original routes were defined by the Bureau of Public Roads in 1944. Through 1954, however, the Federal Government had specifically authorized the expenditure of only $400 million for the system.

A number of provisions in the act represent modifications of previous Government policy. First, the share of the Federal Government in meeting capital outlays for all highways will rise substantially above the current one-fifth. Second, to assure completion, a long-term superhighway construction program was authorized with most of the cost to be borne by the Federal Government. Third, Federal taxation and highway spending were linked. Specified existing and new taxes related to motor vehicles are to be paid into a highway trust fund out of which all future Federal expenditures of major highway funds will be met. Spending may not exceed anticipated annual receipts, except from accumulated surpluses in the fund.

Finally, the amount of funds authorized for regular Federal highway aid was increased beginning in fiscal 1957 from the $700 million previously authorized to $825 million, and to $850 million in 1958 and to $875 million in 1959.

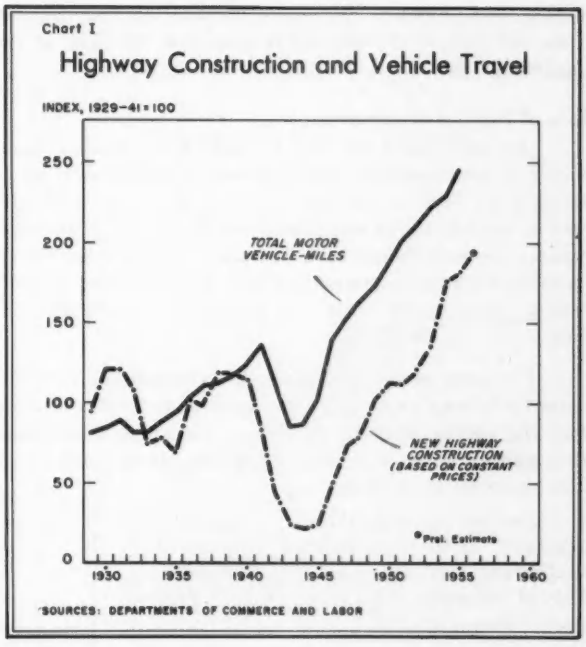
Basic Federal-State highway relationships were not altered. The State highway departments build, maintain, and operate most main-traveled through routes in the United States. Responsibility for initiating the projects, and for planning, constructing, maintaining and policing the highways remains with the State highway departments. The Federal Government through the Bureau of Public Roads establishes standards of highway engineering to meet anticipated traffic volume on the interstate system for 20 years ahead. Controlled access to most of the superhighways is one of the basic standards of the interstate network.

Financing the Program

Specified excise taxes related to motor vehicles are placed in a trust fund out of which Federal aid will be financed on a long-term basis on a strict pay-as-you-build policy. Although most of the States have earmarked highway user taxes for highway spending, the Federal Government had not previously followed such a practice.

Federal-aid spending both for regular aid (50-50 matching basis) and for interstate aid will be limited to receipts of the trust fund account from previously existing taxes as well as from new taxes levied. In the first few years of the program, collections are expected to exceed expenditures, providing a reserve from which spending may exceed current collections during later years.

The law provides that allocations for the interstate program are to be reduced or deferred when it appears that spending of Federal funds may exceed the resources of the trust fund account. The projection of trust fund receipts (see chart V), assuming regular Federal aid to be maintained at the rate authorized for fiscal year 1959, is estimated to stretch out the period of the completion of the interstate program beyond the 13 years designated, perhaps to 16 years, under the assumption of constant costs projected. Accordingly the new taxes are designated to remain in effect until 1972.



The New Taxes

The highway trust fund will derive two-thirds of estimated receipts from the motor fuel tax which was raised from 2 cents to 3 cents per gallon as of July 1, 1956. Motor-fuel consumption is estimated to increase by a constant amount annually, equivalent to about a 4-percent annual rate currently and a declining relative rate in the future. The growth in motor-fuel consumption has been considerably above 4 percent in recent years when the number of motor vehicles in use has increased rapidly.

Other principal auto-related taxes to be placed in the fund include (1) a tax on tires, which was raised from 5 cents to 8 cents per pound; (2) an existing tax on inner tubes of 9 cents per pound; (3) a new tax of 3 cents per pound, on tread rubber used in recapping tires; (4) a new tax of $1.50 per 1,000 pounds annually on trucks registered for gross weights exceeding 26,000 pounds; and (5) an excise tax of 5 percent on the manufacturers' price of new trucks, buses, and trailers. The existing manufacturers' excise tax on commercial vehicles was 8 percent of which 3 percent was scheduled to expire in April 1957. The 3 percent was retained and increased by 2 percent, making 5 percent of the manufacturers' price eventually to be placed in the trust fund out of a total of 10 percent now collected.

Although Federal highway spending is tied to specific Federal excise taxes, some flexibility was introduced through periodic appraisals and special reports to aid Congress in the determination of policy on several problems.

One such problem is the formula to be used for apportioning funds among States. For the first 3 years, interstate funds are apportioned on the current formula based on population, land area, and road mileage. Thereafter Congress declared its intent to allocate funds beginning in 1960 on a basis of needs to complete the interstate network.

The complex and difficult issue of reimbursing the States for work already done to acceptable standards on freeways and toll roads on designated interstate routes was not resolved. Congress requested a report from the Secretary of Commerce in January 1958 to aid it in determining reimbursement policy on roads constructed after August 2, 1947, including possible incorporation of toll roads on interstate routes into the free highway system.

For the Interstate System, Federal-aid financing is in marked contrast to the typical State financing of toll roads largely by borrowing. The transition in financing is already under way: The issue of new toll road bonds has dropped sharply and the new Federal excise taxes were imposed beginning July 1, 1956. From the highway users' standpoint, the toll roads are available for a special charge upon those

using the roads usually of 1 cent to 1-1/2 cents per mile for passenger cars and up to about 4 cents per mile for large trucks, which is equivalent to an added gasoline tax of 15 to 20 cents per gallon for passenger cars and trucks. For the interstate freeways the rise in user imposts is much smaller--an increase of 1 cent per gallon for gasoline is the principal new revenue source--but on all motor travel rather than upon the 20 percent on the interstate network. Moreover, the new user charges are levied from the date of the act rather than from the time of completion of the new road as in the case of toll projects.

Role of Federal Government

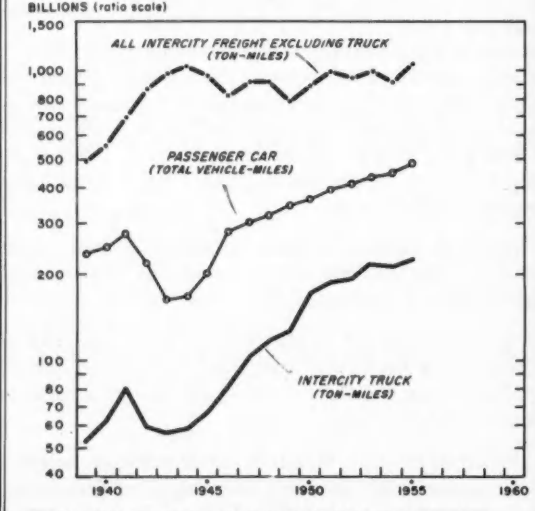
The allocation of special funds for a limited interstate mileage represents a modification of the policy of distributing Federal aid rather widely over an expanding system. The highways designated as eligible for Federal aid have reached about one-fifth of total highway mileage, and account for 65 percent of vehicle miles and more than 90 percent of the value of State highway construction other than toll roads. Federal funds have financed about 20 percent of high capital budgets since World War II. Increasing Federal responsibility for road financing is indicated by the doubling of regular Federal aid in recent years, by the large rise in interstate aid provided under the new act, and finally by the expected drop in toll roadbuilding.

For many years the Federal Government has levied certain excises related to automobiles including motor-fuel taxes as a part of the general tax structure. Federal spending on highways was not correlated with the yields of these excises. During the depression years Federal Government highway spending was stepped up as a general counter-cyclical measure to supplement State and local highway construction, as shown in chart II.

For the decade 1931-40, Federal aid to highways, including nonmatching relief expenditures, was substantially in excess of Federal receipts from auto-related excise taxes. During the war period, motor fuel and other automobile excise taxes were increased but spending on highways declined to a low rate and, after the war, expanded rather slowly in comparison with the general rise in prices and in economic activity. Federal highway expenditures then leveled off during the Korean defense period coincident with a rise in the Federal gas tax. Increased aid to the States in recent years had brought Federal spending about equal to motor-fuel taxes collected just prior to enactment of the new Highway Act.

Chart II

Trends in Motor Vehicle Travel and Freight Transport



SOURCE: DEPARTMENT OF COMMERCE AND INTERSTATE COMMERCE COMMISSION

Highway Construction Costs

Highway construction costs have risen less than building construction costs since the end of the war. Highway costs advanced sharply during the war and through 1948. From that time through 1955, they showed considerable fluctuation but, at the end of the period of broad expansion in roadbuilding, were little higher than at the beginning, in contrast to the sustained advance in general construction costs. In the past year and a half, however, highway costs have been on the upswing, rising an estimated 12 percent, with the rise in the third quarter of 1956 reaching 3.8 percent.

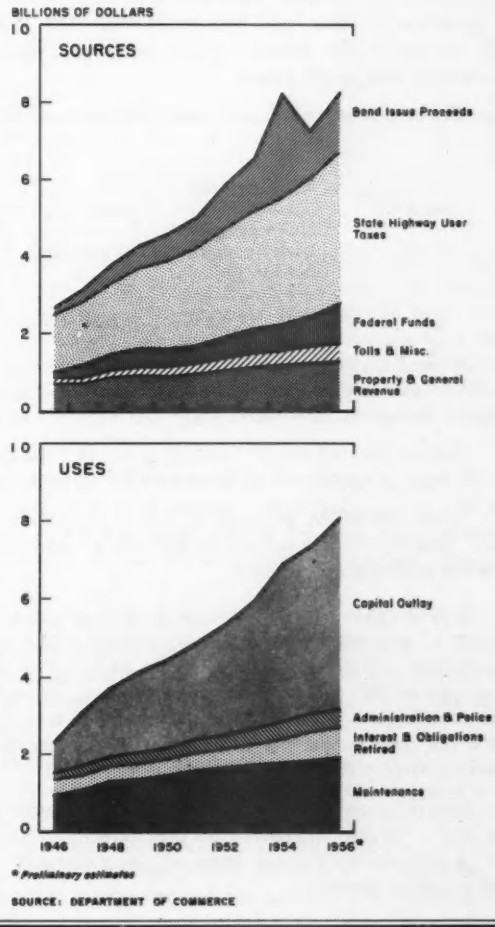
The continued expansion in roadbuilding has occurred at a time when strong demand pressures are present in the economy, and the volume of other types of nonresidential construction has been increasing. Wage costs and materials prices registered a considerable advance. Sharp price rises have taken place in key highway materials such as cement, structural steel shapes, and fabricated structural steel. The increase in costs of bridges and other structures related to highway use has been particularly sharp.

Substantial changes in construction costs, however, are not ordinarily matched by proportional changes in tax rates. State revenues for highway purposes are derived mainly from specific user taxes, the most important of which is the motor-fuel tax. Between 1940 and 1955, when highway construction costs more than doubled, the average State tax on gasoline increased only from around 4 cents per gallon to 5.35 cents per gallon.

Though present requirements are large, the tapering off in toll road building and the necessary preliminary planning steps in getting the new interstate program under way will moderate the immediate requirements for materials and equipment. The stretching out in highway expansion in the next 2 or 3 years will tend to prevent an intensification in the materials shortages which have occurred at times in the past year and a half of rapid rise in road construction. Steady development of more efficient and larger-capacity equipment, and improved construction procedures have restrained highway construction cost in relation to general construction cost.

Chart III

Sources and Uses of Highway and Street Funds



Reappraisal of Needs and Costs

Regular appraisal of the financing of the program on the basis of actual tax receipts was directed by the act which calls for successive cost estimates of work remaining to be completed on the Interstate System. Current cost estimates of the interstate program represent the 1954 survey of the Bureau of Public Roads and allowance for 2,300 miles of urban bypasses and radials. They do not include the later addition of 1,000 miles of costly urban routes. Moreover, highway construction costs have increased perhaps 10 percent since the time of the original cost estimates. A new cost survey of the Interstate System in particular and overall highway needs in general is now under way.

Another study calls for an analytical comparison of costs of providing highway facilities for various classes of motor vehicles with benefits obtained by their owners, and by other groups. This report is to furnish Congress guidance for determination of equitable rates of taxation on highway users and other beneficiaries. A related report concerns recommendations on maximum sizes and weights of vehicles on public highways.

THE TOLL ROAD MOVEMENT

The postwar toll road movement in the United States originated in the inability of many States and other governments concerned to provide sufficient funds to construct the modern multilane, controlled-access highways needed on the main intercity through routes. Available revenues had to be widely dispersed throughout the State and could seldom be concentrated as the heaviest traffic required. Some States had restrictions on borrowing and others were unwilling to borrow the large sums required for these routes. Controlled access on existing improved routes was generally lacking, or difficult to obtain so that growing local traffic impeded through traffic.

Toll roads, therefore, appeared to be the solution for inadequate revenues, restraints on borrowing, and uncontrolled highway access. Where traffic seemed heavy enough and alternate highway routes inadequate, the toll road authority was able to issue bonds, backed either by a pledge of toll receipts and gasoline or other road-user revenues. The system was especially applicable to the densely populated States in the Northeast and Midwest. Only a few hundred miles have been built west of the Mississippi and in the South.

The recent status of toll roads is indicated in miles as of November 1 of each year:

	1955	*1956*
Total mileage	**8,196**	**7,500**
Miles completed	1,713	2,282
Under construction or financed	1,515	982
Authorized	3,633	3,220
Proposed	1,335	1,017

Source: Bureau of Public Roads.

In the postwar years, about $4 billion has been spent on toll roads, bridges, and tunnels. Changing circumstances related to the new highway program have resulted in the abandonment of a number of projects during the past year.

The volume of credit financing for toll facilities was down sharply in 1955 and 1956 although capital outlays continued to move upward through 1956, as shown in table 2.

Even before the passage of the Highway Act the backlog of toll road construction began to decline. Moreover, interest rates had advanced, narrowing the economic margin between potential toll revenues and operating costs.

In mid-1956, contract awards for toll construction projects for the first 6 months of the year were already 37 percent below the same period of 1955. The new Highway Act by providing 90 percent of construction costs from Federal funds on toll-free interstate routes is expected to supplant many of the contemplated toll projects along routes not yet under actual construction. Toll bridges, tunnels, and other crossings may be built if they become free once the State-acquired debt has been paid. In other cases, toll crossings will continue to be constructed, as in the New York area, where extreme traffic density justifies them.

Earnings on toll roads have generally increased during the past year although toll road bonds have had a varied experience on the market. Several of the well-established systems have been doing well in toll receipts while some of the extensive systems have been in use too short a time to judge their financial position.

In order to avoid duplicate costs and waste of resources, competing highways will not be constructed along interstate routes now served adequately by toll facilities.

BENEFITS OF IMPROVED ROADS

Where superhighways have been built, they have generally resulted in a marked increase in property values along and adjacent to the new routes. Additions of both service establishments and industrial facilities capitalize on the use of improved highway transportation. New stores, shopping centers,

factories, and recreation facilities have brought new tax revenues and new business opportunities and employment to the inhabitants of the entire area. Since only a limited number of these highways have been built, the adjacent sites now possess unique advantages. With a nationwide program, an opportunity for more balanced growth will be provided. The locational advantages of a few routes will be probably less pronounced but the gains will be more widespread.

The rapid growth in facilities with access to improved transportation routes is not all net growth. To the extent that traffic is merely diverted, less advantageously located businesses will lose some patronage. On the other hand, improved transportation will speed up travel and generate new traffic. With better facilities to keep pace with the general growth of the economy, much of the new capital investment related to highway transportation will be located near the new expressways where much of the increase in traffic is expected to occur.

TABLE 2.—TOLL FACILITY FINANCING AND CAPITAL OUTLAYS

(Millions of dollars)

Year	Proceeds from bonds received by toll facility agencies	Capital outlays
1947	20	20
1948	251	22
1949	119	85
1950	173	190
1951	251	284
1952	591	184
1953	816	435
1954	2,102	832
1955	594	897
1956[1]	716	1,077

Source: Bureau of Public Roads. [1] Estimated.

Potential Savings from Better Transportation

The economic loss sustained by the highway user in man-hours and vehicle-time lost in traffic delay, fuel waste, engine, tire and brake wear, and in costs of injury and property damage, all increase with traffic congestion. Comparisons of accident rates on controlled-access routes built to high safety standards with those on parallel routes with random access indicate that the accident rates have been halved and fatalities cut by two-thirds. The money savings in such reductions in accidents will be substantial as suggested by current premium payments of around $4.5 billion for highway accident insurance. The nonhighway user also will benefit from cheaper and faster transportation, and share in community and property gains.

The Metropolitan Area and the Central City

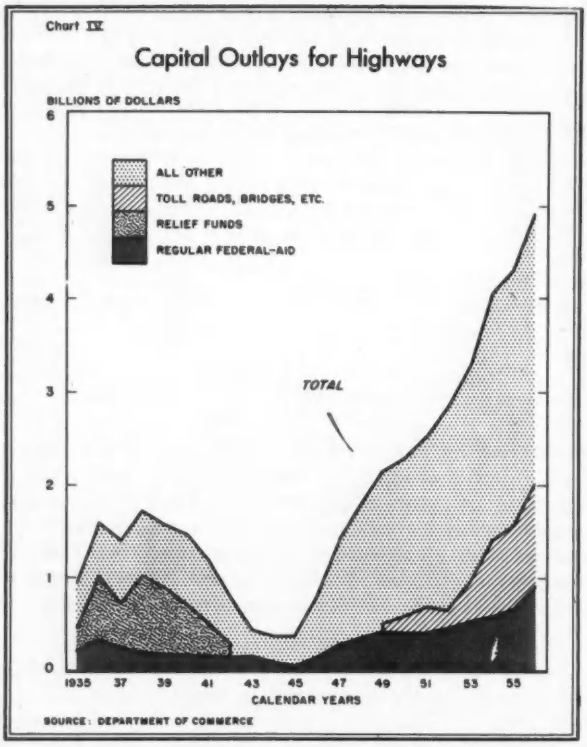
The rapid growth of suburban areas has been built largely on automobile transportation and has created some of the worst current highway congestion where intercity, commuting, and local business traffic converge. Despite growing employment opportunity in the suburbs, concentration of business and employment has remained in the central city.

The Interstate System will provide through-routes which will allow rapid penetration to the heart of the city for both local and intercity traffic, bypasses around the metropolitan fringes, and radial routes from the hubs of urban congestion. Much through-traffic will be removed from crowded city streets. Traffic surveys indicate that this will reduce congestion substantially in small and intermediate size cities and only moderately in the larger cities.

The new highways contain at once the potential for increased concentration of economic activity or dispersal. To the extent that commuting distance is a function of time required per trip, new areas farther out from the city center will be within range of effective commuting. Cross-commuting will be eased by use of inner and outer belt loops in the larger metropolitan areas. Already required to handle existing traffic volumes, the new urban superhighways will not solve the problem of congestion; by providing a measure of relief in the present situation, they could operate to increase the concentration of activity in the urban business district.

The cost of urban sections of the interstate network was placed at $15 billion excluding the unallocated 1,000 miles. This represents 55 percent of the estimated total cost of the Interstate System as compared with about 30 percent now being spent in urban areas. Urban expressways are enormously expensive both with respect to land and structures. Experience with comparable expressways in more than 50 large cities indicates that traffic tends to press upon capacity long before the date indicated by most advance estimates. Land preparation has generally involved large-scale

demolition of commercial and residential property, sometimes seriously reducing the tax base of the central city. In other cases, mass construction of large office buildings has resulted in additional economic concentration. The urban superhighway is an essential aspect of urban planning necessary to solve the problems of the motor vehicle in the metropolitan area.



State and Local Spending

Some further increase will take place in matching funds required of the States, but the rise will not be so rapid as in recent years. Between 1952 and 1956 annual matching requirements rose $300 million, absorbing a considerable part of the increase in State funds available for roadbuilding. State aid to municipalities has also continued to rise.

Little further rise in State matching funds will be required for regular Federal aid through 1959. For the Interstate System, the annual increase in State matching funds will be larger in the next few years than in later years. This results from the requirement that 60-40 funds authorized prior to the 1956 act be expended before 90-10 funds, and from the acceleration of the program during the first few years. For the remainder of the program the required rise in State spending for interstate highways will be very gradual, resulting in a total annual expenditure of around $200 million toward the end of the program.

Although few States are encountering difficulties in meeting matching fund requirements, large unmatched State funds have in the past been spent on construction of highways eligible for Federal aid. The substantial rise in Federal-aid funds on a 50-50 matching basis means an equivalent reduction in State funds required for the same volume of construction, or that this same money spent by the States will go twice as far.

More specifically, the building of nontoll roads along the interstate routes had previously been financed either by Federal-State funds on a 50-50 matching basis or entirely by State funds. Such outlays--which have been estimated at more than $2 million since the routes were designated in 1947--will in the future be financed largely by the Federal Government.

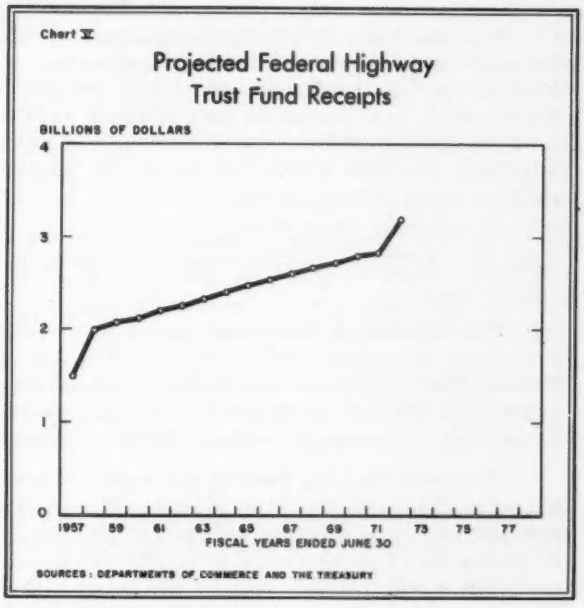
Once the program expands with highway trust fund receipts the gradual increases in State matching funds for the Interstate System will be smaller than the annual increment in State road-user taxes at present tax rates. More than half of the States have antidiversion, constitutional amendments which dedicate motor vehicle and gasoline taxes to highway purposes.

IMPACT OF THE PROGRAM

The general expansion in highway spending in the years ahead will have two separate though related types of influences. The first is a relatively confined but direct expansionary effect upon the roadbuilding industry, its chief suppliers and their work forces. The second is the more general indirect effects upon the economy resulting from the method of financing and the timing of the program.

Preliminary estimates of materials and equipment for the expanded roadbuilding program in the years ahead, published by the Bureau of Public Roads, are now being reexamined. For the Interstate System the requirement that most grade crossings be avoided means that bridges and cross-over structures

will have a large place in the construction pattern. Thus materials requirements will be similar to those for toll roads, involving larger quantities of steel than that needed for other types of roads. The major supply problem expected to develop is for wide-flange structural shapes. Although the steel industry is increasing capacity, more extensive use of reinforced concrete and other methods may be required. Because shortages are currently more serious for steel than for cement, this substitution has been noted on projects now under way.



Because of the gradual rise in construction expenditures anticipated, onsite and indirect labor requirements of materials and equipment producers will be spread over a long period. With increasing productivity, the proportion of skilled onsite construction workers may be expected to increase, as it has in the past. The Bureau of Public Roads states that increased productivity has reduced man-hour labor requirements by two-fifths over the past decade. Because of the large size of projects in the undertaking, the major personnel needs will be for engineers and for skilled machine operators. For the latter special training may be required. The chief hope appears to be in the direction of better utilization, including the use of automatic devices in routine operations and calculations.

More General Effects

The more diffused effect of the new road program upon the whole economy involves both its method of financing and the rate of spending of the Federal-aid funds as well as related changes in State and local budgets. The indirect but pervasive effects upon the economy of the expansion in capacity, in preparation for a long-term highway program, will be partly offset in the next 2 years by a substantially larger hike in taxes collected than in spending under the new program. This will be balanced out by spending in excess of current trust fund collections in later years. Reduced borrowing for toll road construction will also have a restraining influence.

On the other hand, a section of the Highway Act providing for reimbursement of the Federal share for construction undertaken by the States in advance of fund allocations appears to have encouraged some States to obtain new borrowing authority in order to push ahead with high-priority projects. In the November 1956 election a total of nearly $700 million in road bond issues was approved.

Finally, the strict pay-as-you-build provision means that Federal spending will be matched by increased tax collections with no Federal borrowing required for the highway program. Though an increase in Federal spending tends to increase total demand and output, the expansionary effect is mitigated by the increased tax take. On the basis of projected tax yields and costs, the self-financing provision will restrain the advance in spending for the interstate program a few years hence--after the initial surplus has been used up--and accordingly will lengthen the construction period of the program beyond the 13 years for which authorizations have been made.

Construction Contract Series Reported by F. W. Dodge Corporation and Engineering News-Record

Technical Note*

With this issue of Construction Review, two statistical series on the value of construction contracts are introduced in Part D--Contract Awards. Table D-3 represents the statistics issued by the F. W. Dodge Corp., and table D-4 is based on the statistics issued by the Engineering News-Record. These tables, representing the only privately published statistics on construction contracts covering all 48 States and the District of Columbia, will appear each month in Construction Review. They are being republished as a public service to our readers, since construction contracts are advance indicators of future construction activity.

The F. W. Dodge Corp. statistics in table D-3 are an entirely new series, replacing the previous information in Construction Review accredited to the same source but which related only to the 37 eastern States.

The Engineering News-Record statistics, introduced in this issue of Construction Review in table D-4, are an established series for which historical data can be obtained from the Engineering News-Record. The data are rearranged to give information for selected types of construction and to provide 12-month moving totals. (Each 12-month moving total covers the 52 weeks ending with the last week included by Engineering News-Record in their comparable monthly total.)

For both tables D-3 and D-4, the method of presentation has been designed primarily to highlight trend. In this issue, the Dodge data are shown by comparing the current month with the same month a year ago. Subsequent issues will present the comparable cumulative monthly totals for 1956 and 1957. Beginning with December 1957 data, 12-month moving totals of Dodge data will be shown so that the presentation will parallel that for the Engineering News-Record data.

The public totals shown in table D-4 should not be expected to agree with the totals shown in tables D-1 and D-2 because of differences in classification, coverage, and timing. For the same reasons, the data in tables D-3 and D-4 will not yield comparable totals, nor may the trends be in agreement at all times.

The following general descriptions of the methods and sources underlying their respective statistics on construction contracts have been submitted by the two organizations involved.

F. W. DODGE CORPORATION STATISTICS

(Table D-3)

37 Eastern States

1. One- and Two-Family Houses. *(a) Public Ownership.*--Statistics are derived from Dodge reports which are based on systematic reportorial coverage designed to include all public authorities involved with construction.

(b) Private Ownership.--Statistics are based on monthly summary reports of building permits issued in approximately 700 major counties, plus sampling for activity in the remaining counties of the 37 eastern States. Building permit valuations are adjusted by Dodge to represent realistic construction costs.

2. All Other Project Classifications; Public and Private Ownership. Statistics are derived from Dodge reports which are based on systematic reportorial coverage designed to include all authentic sources dealing with privately owned projects, and all public authorities involved with construction.

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* Prepared by the Building Materials and Construction Division, Business and Defense Services Administration, U. S. Department of Commerce. This note, as well as the copyrighted data in tables D-3 and D-4, are published with the consent of the McGraw-Hill Publishing Co. (publishers of the Engineering News-Record), and the F. W. Dodge Corp.

11 Western States

1. Public Ownership Projects; All. Statistics are based on information secured from newspapers, trade publications, public agencies, and by arrangement with special cooperators.

2. Private Ownership Projects. *(a) Nonresidential and Residential Building, $100,000 and Over.*--In approximately 54 major counties, the statistics are based on monthly summary reports of building permits authorized, supplemented by reports of activity in the nonpermit areas of these counties as submitted by arrangement with special cooperators, and further supplemented by additional information secured from newspapers and trade papers. Building-permit valuations are adjusted by Dodge to represent realistic construction costs.

In the remaining counties of the 11 western States, the statistics on projects of $100,000 or more are based on information secured from newspapers, trade papers, and by arrangement with special cooperators.

(b) Nonresidential and Residential Building, Under $100,000.--In approximately 54 major counties, the statistics are based on monthly summary reports of building permits authorized, supplemented by reports of activity in the nonpermit areas of these counties as submitted by arrangement with special cooperators. Building permit valuations are adjusted by Dodge to represent realistic construction costs. In the remaining counties of the 11 western States, a sampling procedure is used to measure the volume of both private nonresidential and residential building projects costing under $100,000.

(c) Heavy Engineering (Public Works and Utilities); All.--Statistics for privately owned construction of this nature are based on information secured from newspapers, trade publications, and by arrangement with special cooperators.

General

Information on "Minimum size projects" included in Dodge statistics will be made available at a later date when a technical bulletin will be issued by the F. W. Dodge Corp. describing their methods in detail.

ENGINEERING NEWS-RECORD STATISTICS

(Table D-4)

The Engineering News-Record contract awards series is a summary of individual jobs published in Construction Daily. Information on jobs is based on field reports from resident reporters in 75 construction news centers covering the 48 States and the District of Columbia. This primary source of news is supplemented by information available to the McGraw-Hill regional News office, the ENR editorial news reporters, and other direct information from responsible construction people.

Construction projects of the following sizes are included: $44,000 and larger for waterworks and waterways, $73,000 and over for other public and unclassified private construction, $93,000 and over for industrial buildings, and $344,000 and over for all other private and public buildings, including mass housing. These minimums are adjusted up or down periodically in ratio to the ENR Cost Indexes to assure consistent inclusion of projects based on physical size.

On projects that cost less than $500,000 the entire amount of the low bid is included in the statistics as soon as it is announced. If the contract goes to a higher bidder the difference is added to the figures. Jobs of $500,000 and over are included in the statistics when the contract is formally awarded. A letter of intent counts as such a "formal award."

The series is dated by weeks ending on Thursday. The reports included cover projects published in Construction Daily in a Wednesday-through-Tuesday week. The number of weeks included in a monthly total is based on the number of Thursdays falling in a particular month.

Classification of projects is by ownership. Whether public or private depends on the source of the money and the responsibility for paying for the project.

Built-in equipment, such as elevators and fire pumps, for servicing the building and integral equipment for power plants, refineries, etc., is included in the series. Movable equipment, such as in loft buildings where sewing machines could be moved out and mimeograph and other light production machines moved in, is not included in the construction statistics.

STATISTICAL SERIES

NOTE: ALL THE STATISTICAL SERIES IN CONSTRUCTION REVIEW ARE SUBJECT TO REVISION FOR THE LATEST PERIOD SHOWN.

Part A--Construction Put in Place

Table A-1: New Construction Put in Place: Current Month, by Type of Construction

Type of construction	Value (*in millions of dollars*)					Percent change		
	1957		1956	First 2 months		Feb. 1957 from--		First 2 months 1956-57
	Feb.	Jan.	Feb.	1957	1956	Jan. 1957	Feb. 1956	
TOTAL NEW CONSTRUCTION	**2,883**	**3,051**	**2,821**	**5,934**	**5,768**	**- 6**	**+ 2**	**+ 3**
PRIVATE CONSTRUCTION	**2,083**	**2,188**	**2,088**	**4,271**	**4,264**	**- 5**	**(1)**	**(1)**
Residential building (nonfarm)	934	1,017	998	1,951	2,078	- 8	- 6	- 6
New dwelling units	820	900	895	1,720	1,875	- 9	- 8	- 8
Additions and alterations	77	79	73	156	143	- 3	+ 5	+ 9
Nonhousekeeping	37	38	30	75	60	- 3	+23	+25
Nonresidential building	696	719	648	1,415	1,298	- 3	+ 7	+ 9
Industrial	264	268	225	532	448	- 1	+17	+19
Commercial	234	244	252	478	503	- 4	- 7	- 5
Office buildings and warehouses	116	121	101	237	206	- 4	+15	+15
Stores, restaurants, and garages	118	123	151	241	297	- 4	-22	-19
Other nonresidential building	198	207	171	405	347	- 4	+16	+17
Religious	65	68	55	133	113	- 4	+18	+18
Educational	41	43	40	84	81	- 5	+ 3	+ 4
Hospital and institutional	34	33	25	67	51	+ 3	+36	+31
Social and recreational	23	24	17	47	35	- 4	+35	+34
Miscellaneous	35	39	34	74	67	-10	+ 3	+10
Farm construction	96	91	101	187	198	+ 5	- 5	- 6
Public utility	346	350	334	696	675	- 1	+ 4	+ 3
Railroad	31	32	29	63	59	- 3	+ 7	+ 7
Telephone and telegraph	75	75	70	150	140	0	+ 7	+ 7
Other public utility	240	243	235	483	476	- 1	+ 2	+ 1
All other private	11	11	7	22	15	0	+57	+47
PUBLIC CONSTRUCTION	**800**	**863**	**733**	**1,663**	**1,504**	**- 7**	**+ 9**	**+11**
Residential building	29	28	21	57	41	+ 4	+38	+39
Nonresidential building	304	331	284	635	577	- 8	+ 7	+10
Industrial	35	40	33	75	69	-13	+ 6	+ 9
Educational	194	211	187	405	377	- 8	+ 4	+ 7
Hospital and institutional	22	23	19	45	39	- 4	+16	+15
Other nonresidential building	53	57	45	110	92	- 7	+18	+20
Military facilities	86	93	82	179	169	- 8	+ 5	+ 6
Highway	205	220	200	425	415	- 7	+ 3	+ 2
Sewer and water	93	100	77	193	159	- 7	+21	+21
Sewer	53	56	42	109	88	- 5	+26	+24
Water	40	44	35	84	71	- 9	+14	+18
Public service enterprises	26	29	23	55	48	-10	+13	+15
Conservation and development	44	48	36	92	75	- 8	+22	+23
All other public	13	14	10	27	20	- 7	+30	+35

Source: Departments of Commerce and Labor.

[1] Change of less than one-half of 1 percent.

Table A-2: New Construction Put in Place: Recent Monthly Trend, by Type of Construction

(Value, in millions of dollars)

Type of construction	1956											1957	
	Feb.	Mar.	Apr.	May	June	July	Aug.	Sept.	Oct.	Nov.	Dec.	Jan.	Feb.
TOTAL NEW CONSTRUCTION	**2,821**	**3,071**	**3,421**	**3,780**	**4,105**	**4,242**	**4,304**	**4,264**	**4,133**	**3,800**	**3,370**	**3,051**	**2,883**
PRIVATE CONSTRUCTION	**2,088**	**2,260**	**2,424**	**2,600**	**2,786**	**2,862**	**2,882**	**2,843**	**2,766**	**2,666**	**2,472**	**2,188**	**2,083**
Residential building (nonfarm)	998	1,116	1,232	1,319	1,417	1,442	1,440	1,415	1,365	1,313	1,202	1,017	934
New dwelling units	895	1,000	1,090	1,150	1,235	1,260	1,260	1,240	1,195	1,145	1,060	900	820
Additions and alterations	73	86	109	132	142	139	139	135	129	126	102	79	77
Nonhousekeeping	30	30	33	37	40	43	41	40	41	42	40	38	37
Nonresidential building	648	655	665	705	760	787	788	788	793	794	768	719	696
Industrial	225	226	239	252	263	270	276	276	274	271	270	268	264
Commercial	252	257	252	266	290	300	293	288	287	288	272	244	234
Office buildings and warehouses	101	97	98	102	106	114	123	127	130	131	128	121	116
Stores, restaurants, and garages	151	160	154	164	184	186	170	161	157	157	144	123	118
Other nonresidential bldg.	171	172	174	187	207	217	219	224	232	235	226	207	198
Religious	55	53	53	56	62	67	71	74	76	75	73	68	65
Educational	40	39	40	42	46	48	49	49	49	48	46	43	41
Hospital & institutional	25	25	24	24	25	26	28	30	31	31	32	33	34
Social and recreational	17	18	19	21	23	25	27	27	27	27	25	24	23
Miscellaneous	34	37	38	44	51	51	44	44	49	54	50	39	35
Farm construction	101	109	121	139	150	159	161	148	122	103	90	91	96
Public utility	334	373	398	427	448	462	481	480	474	445	402	350	346
Railroad	29	33	35	36	38	39	39	40	41	36	34	32	31
Telephone and telegraph	70	75	80	80	85	85	90	85	85	80	75	75	75
Other public utility	235	265	283	311	325	338	352	355	348	329	293	243	240
All other private	7	7	8	10	11	12	12	12	12	11	10	11	11
PUBLIC CONSTRUCTION	**733**	**811**	**997**	**1,180**	**1,319**	**1,380**	**1,422**	**1,421**	**1,367**	**1,134**	**898**	**863**	**800**
Residential building	21	19	23	23	26	24	24	25	30	30	27	28	29
Nonresidential building	284	301	314	335	359	379	392	382	373	338	311	331	304
Industrial	33	31	29	32	38	38	43	40	42	36	33	40	35
Educational	187	195	205	216	221	231	236	231	226	210	200	211	194
Hospital and institutional	19	23	23	25	26	27	31	32	32	28	23	23	22
Other nonresidential bldg.	45	52	57	62	74	83	82	79	73	64	55	57	53
Military facilities	82	89	104	115	134	135	142	144	140	118	108	93	86
Highway	200	225	355	485	565	590	605	615	575	420	250	220	205
Sewer and water	77	92	102	109	115	122	125	121	120	110	100	100	93
Sewer	42	50	57	60	63	68	69	65	65	60	55	56	53
Water	35	42	45	49	52	54	56	56	55	50	45	44	40
Public service enterprises	23	31	38	39	42	48	49	47	42	36	32	29	26
Conservation and development	36	42	47	58	62	65	67	68	69	66	56	48	44
All other public	10	12	14	16	16	17	18	19	18	16	14	14	13

Source: Departments of Commerce and Labor.

COMPOSITION OF REGIONS AND GEOGRAPHIC DIVISIONS

NORTHEAST

1. *New England*
   Connecticut
   Maine
   Massachusetts
   New Hampshire
   Rhode Island
   Vermont
2. *Middle Atlantic*
   New Jersey
   New York
   Pennsylvania

NORTH CENTRAL

3. *E. N. Central*
   Illinois
   Indiana
   Michigan
   Ohio
   Wisconsin
4. *W. N. Central*
   Iowa
   Kansas
   Minnesota
   Missouri
   Nebraska
   North Dakota
   South Dakota

SOUTH

5. *S. Atlantic*
   Delaware
   Dist. of Col.
   Florida
   Georgia
   Maryland
   N. Carolina
   S. Carolina
   Virginia
   W. Virginia
6. *E. S. Central*
   Alabama
   Kentucky
   Mississippi
   Tennessee
7. *W. S. Central*
   Arkansas
   Louisiana
   Oklahoma
   Texas

WEST

8. *Mountain*
   Arizona
   Colorado
   Idaho
   Montana
   Nevada
   New Mexico
   Utah
   Wyoming
9. *Pacific*
   California
   Oregon
   Washington

NONFARM POPULATION DISTRIBUTION IN 1950

NORTHEAST—29.5 percent. *NORTH CENTRAL*—29.0 percent. *SOUTH*—27.7 percent. *WEST*—13.8 percent.

Chart I.

New Construction Put in Place

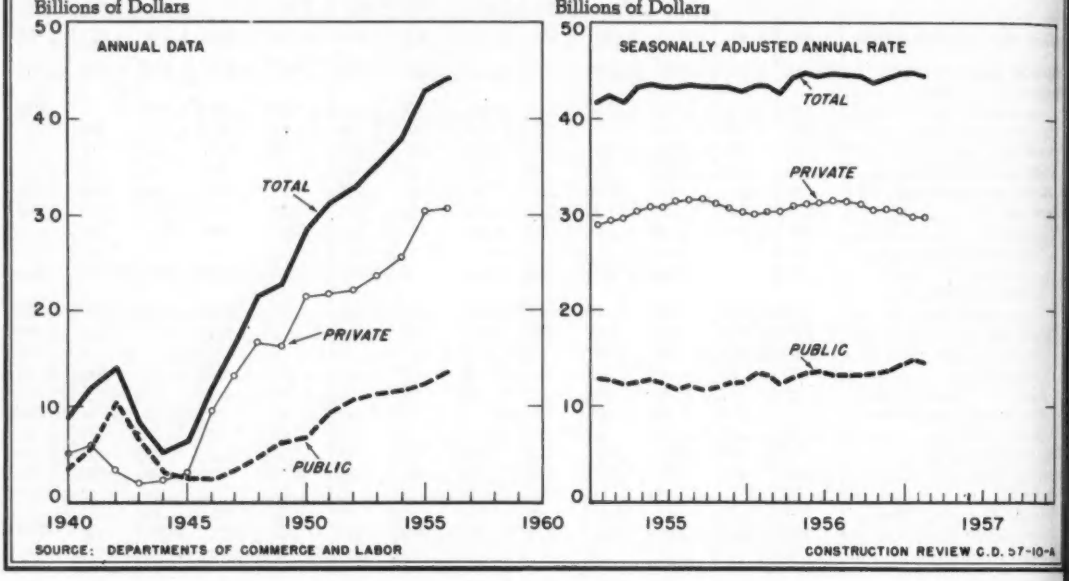


Table A-3: New Construction Put in Place: Seasonally Adjusted Annual Rate, by Type of Construction

(Value, in millions of dollars)

Type of construction	Seasonally adjusted annual rate							Annual total	
	1956					1957			
	Feb.	Sept.	Oct.	Nov.	Dec.	Jan.	Feb.	1955	1956
TOTAL NEW CONSTRUCTION	**43,632**	**44,412**	**43,980**	**44,388**	**44,748**	**44,880**	**44,496**	**42,991**	**44,250**
PRIVATE CONSTRUCTION	**30,264**	**31,152**	**30,612**	**30,612**	**30,504**	**30,000**	**29,964**	**30,572**	**30,835**
Residential building (nonfarm)	15,360	15,432	14,892	14,868	14,868	14,532	14,364	16,595	15,339
Nonresidential building	8,244	9,000	9,024	9,060	8,976	8,736	8,772	7,612	8,801
Industrial	2,640	3,252	3,192	3,156	3,180	3,120	3,108	2,399	3,061
Commercial	3,372	3,288	3,264	3,156	3,108	3,060	3,084	3,043	3,296
Office buildings and warehouses	1,224	1,476	1,500	1,452	1,404	1,380	1,404	1,136	1,362
Stores, restaurants, and garages	2,148	1,812	1,764	1,704	1,704	1,680	1,680	1,907	1,954
Other nonresidential building	2,232	2,460	2,568	2,748	2,688	2,556	2,580	2,170	2,440
Farm construction	1,548	1,476	1,464	1,452	1,440	1,452	1,476	1,600	1,500
Public utility	5,016	5,100	5,076	5,088	5,076	5,124	5,196	4,604	5,065
All other private	96	144	156	144	144	156	156	161	120
PUBLIC CONSTRUCTION	**13,368**	**13,260**	**13,368**	**13,776**	**14,244**	**14,880**	**14,532**	**12,419**	**13,433**
Residential building	300	288	300	312	348	372	396	263	292
Nonresidential building	4,056	4,176	4,200	4,284	4,200	4,512	4,344	4,227	4,061
Military facilities	1,308	1,452	1,464	1,356	1,440	1,332	1,356	1,297	1,398
Highway	5,364	4,680	4,680	5,004	5,460	5,868	5,592	4,520	5,100
Sewer and water	1,188	1,308	1,344	1,404	1,344	1,428	1,452	1,085	1,275
Public service enterprises	420	468	468	492	516	468	480	279	452
Conservation and development	576	696	708	720	720	708	708	593	675
All other public	156	192	204	204	216	192	204	155	180

Source: Departments of Commerce and Labor.

Table A-4: New Construction Put in Place: Value in 1947-49 Prices, by Type of Construction

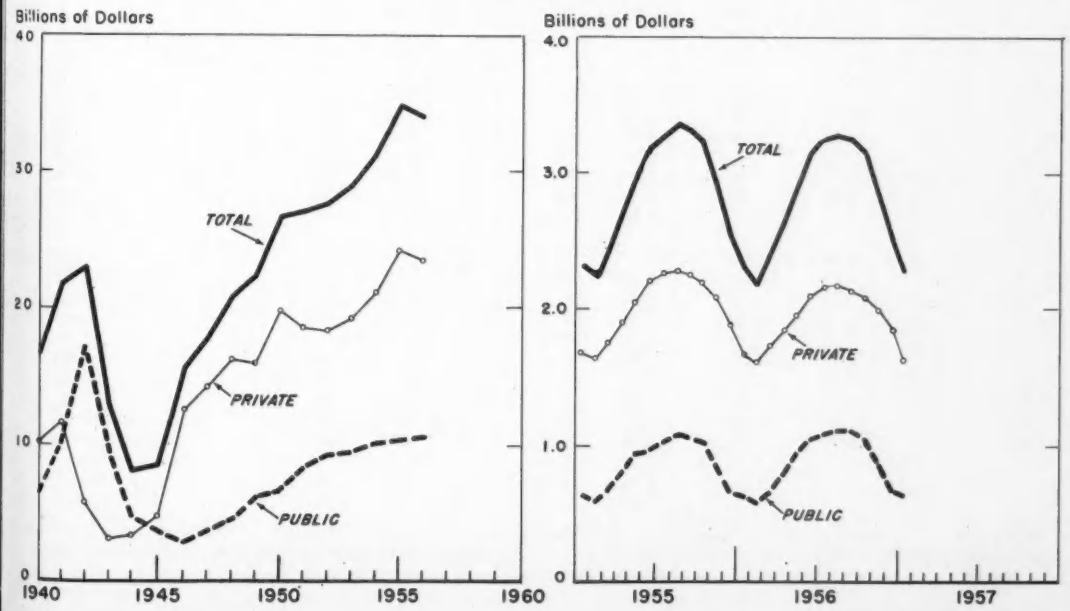
(Millions of dollars)

Type of construction	1957	1956			Year					
	Jan.	Dec.	Nov.	Jan.	1951	1952	1953	1954	1955	1956
TOTAL NEW CONSTRUCTION	**2,275**	**2,521**	**2,866**	**2,296**	**26,988**	**27,662**	**28,931**	**31,094**	**34,476**	**33,810**
PRIVATE CONSTRUCTION	**1,629**	**1,843**	**1,992**	**1,682**	**18,677**	**18,428**	**19,433**	**21,000**	**24,155**	**23,262**
Residential building (nonfarm)	779	922	1,008	854	9,457	9,311	9,840	11,214	13,378	11,844
Nonresidential building	532	569	591	500	4,494	4,211	4,655	5,073	5,995	6,625
Industrial	203	205	206	176	1,790	1,909	1,807	1,690	1,946	2,362
Office buildings and warehouses	90	95	98	81	500	461	640	789	898	1,027
Stores, restaurants, and garages	89	105	115	110	733	525	857	998	1,473	1,432
Other nonresidential bldgs.	150	164	172	133	1,471	1,316	1,351	1,596	1,678	1,804
Farm construction	73	72	82	80	1,616	1,643	1,484	1,407	1,350	1,211
Public utility	238	273	304	242	3,056	3,194	3,362	3,216	3,319	3,501
All other private	7	7	7	6	54	69	92	90	113	81
PUBLIC CONSTRUCTION	**646**	**678**	**874**	**614**	**8,311**	**9,234**	**9,498**	**10,094**	**10,321**	**10,548**
Residential building	21	21	23	16	512	550	459	281	213	225
Nonresidential building	241	227	247	223	3,050	3,465	3,531	3,743	3,299	3,015
Industrial	30	25	27	28	821	1,384	1,434	1,253	588	331
Educational	153	145	153	144	1,337	1,375	1,397	1,696	1,888	1,885
Hospital and institutional	17	17	20	15	466	401	297	289	257	227
Other nonresidential building	41	40	47	36	426	305	403	505	566	572
Military facilities	71	83	91	70	788	1,195	1,105	872	1,067	1,093
Highway	187	214	362	197	2,349	2,489	2,851	3,689	4,249	4,480
Sewer and water	66	66	73	57	655	639	681	724	770	859
Public service enterprises	19	21	23	17	168	148	146	156	192	299
Conservation and development	32	37	44	27	721	694	639	520	421	455
All other public	9	9	11	7	68	54	86	109	110	122

Source: Departments of Commerce and Labor.

Chart 2

New Construction Put in Place
(In 1947-49 Prices)



SOURCE: DEPARTMENTS OF COMMERCE AND LABOR.

CONSTRUCTION REVIEW C. D. 57-10-8

Table A-5: New Public Construction Put in Place, by Source of Funds, Ownership, and Type of Construction

Source of funds, ownership, and type of construction	Value *(in millions of dollars)*								Percent change		
	1956				1957		First 2 months		Feb. 1957 from—		First 2 months, 1956-57
	Feb.	Oct.	Nov.	Dec.	Jan.	Feb.	1956	1957	Feb. 1956	Jan. 1957	
TOTAL PUBLIC CONSTRUCTION	**733**	**1,367**	**1,134**	**898**	**863**	**800**	**1,504**	**1,663**	**+ 9**	**- 7**	**+11**
Federal funds	195	391	312	261	245	225	406	470	+15	- 8	+16
Direct Federal	159	277	242	213	197	179	330	376	+13	- 9	+14
Federal grants-in-aid [1]	36	114	70	48	48	46	76	94	+28	- 4	+24
State and local funds	538	976	822	637	618	575	1,098	1,193	+ 7	- 7	+ 9
FEDERALLY OWNED	**159**	**277**	**242**	**213**	**197**	**179**	**330**	**376**	**+13**	**- 9**	**+14**
Residential building	0	4	4	3	3	3	0	6	--	0	--
Nonresidential building	38	54	46	41	49	43	79	92	+13	-12	+16
Industrial	33	42	36	33	40	35	69	75	+ 6	-13	+ 9
Educational	0	1	0	0	1	0	0	1	0	-100	--
Hospital	2	4	4	3	3	3	4	6	+50	0	+50
Other nonresidential	3	7	6	5	5	5	6	10	+67	0	+67
Military facilities	82	140	118	108	93	86	169	179	+ 5	- 8	+ 6
Highway	3	9	7	4	4	3	7	7	0	-25	0
Conservation and development	36	69	66	56	48	44	75	92	+22	- 8	+23
All other federally owned	0	1	1	1	0	0	0	0	0	0	0
STATE AND LOCALLY OWNED	**574**	**1,090**	**892**	**685**	**666**	**621**	**1,174**	**1,287**	**+ 8**	**- 7**	**+10**
Residential building	21	26	26	24	25	26	41	51	+24	+ 4	+24
Nonresidential building	246	319	292	270	282	261	498	543	+ 6	- 7	+ 9
Educational	187	225	210	200	210	194	377	404	+ 4	- 8	+ 7
Hospital	17	28	24	20	20	19	35	39	+12	- 5	+11
Other nonresidential	42	66	58	50	52	48	86	100	+14	- 8	+16
Highway	197	566	413	246	216	202	408	418	+ 3	- 6	+ 2
Sewer and water	77	120	110	100	100	93	159	193	+21	- 7	+21
Sewer	42	65	60	55	56	53	88	109	+26	- 5	+24
Water	35	55	50	45	44	40	71	84	+14	- 9	+18
All other State and locally owned	33	59	51	45	43	39	68	82	+18	- 9	+21

Source: Departments of Commerce and Labor. [1] Construction programs currently receiving Federal grants-in-aid cover highways, schools, hospitals, airports, and miscellaneous community facilities.

Part B--Housing

Table B-1: New Nonfarm Dwelling Units Started, by Ownership, Location, and Type of Structure

Period	Total	Ownership		Location [1]		Type of structure			
		Private	Public	Metropolitan	Nonmetropolitan	1-family houses	Units in 2-or-more family structures: All	2-4 family	5-or-more family
	NUMBER OF NEW DWELLING UNITS *(in thousands)*								
Year: 1946	670.5	662.5	8.0	(2)	(2)	590.0	80.5	(3)	(3)
1947	849.0	845.6	3.4	(2)	(2)	740.2	108.8	(3)	(3)
1948	931.6	913.5	18.1	(2)	(2)	766.6	165.0	(3)	(3)
1949	1,025.1	988.8	36.3	(2)	(2)	794.3	230.8	(3)	(3)
1950	1,396.0	1,352.2	43.8	1,021.6	374.4	1,154.1	241.9	(3)	(3)
1951	1,091.3	1,020.1	71.2	776.8	314.5	900.1	191.2	(3)	(3)
1952	1,127.0	1,068.5	58.5	794.9	332.1	942.5	184.5	(3)	(3)
1953	1,103.8	1,068.3	35.5	803.5	300.3	937.8	166.0	(3)	(3)
1954	1,220.4	1,201.7	18.7	896.9	323.5	1,077.9	142.5	51.9	90.6
1955	1,328.9	1,309.5	19.4	975.8	353.1	1,194.4	134.5	49.2	85.3
1956	1,120.8	1,097.2	23.6	779.5	341.3	(4)	(4)	(4)	(4)
1956: January	75.0	73.7	1.3	54.3	20.7	66.8	8.2	3.2	5.0
February	78.3	77.0	1.3	57.6	20.7	69.1	9.2	3.6	5.6
March	98.6	93.9	4.7	71.9	26.7	86.1	12.5	4.4	8.1
April	111.3	109.9	1.4	76.1	35.2	100.0	11.3	4.1	7.2
May	113.7	110.8	2.9	77.6	36.1	101.3	12.4	4.4	8.0
June	107.4	104.6	2.8	74.5	32.9	96.5	10.9	3.9	7.0
July	101.1	99.0	2.1	69.7	31.4	90.7	10.4	3.9	6.5
August	103.9	103.2	.7	70.9	33.0	93.2	10.7	3.7	7.0
September	93.9	90.7	3.2	62.3	31.6	82.9	11.0	3.7	7.3
October	93.6	91.2	2.4	64.9	28.7	81.8	11.8	4.4	7.4
November	80.0	79.6	.4	54.5	25.5	(4)	(4)	(4)	(4)
December	64.0	63.6	.4	45.2	18.8	(4)	(4)	(4)	(4)
1957: January	65.0	62.2	2.8	45.8	19.2	(4)	(4)	(4)	(4)
	Percent change								
January, 1956-57	-13.3	-15.6	+115.4	-15.7	- 7.2	--	--	--	--
December 1956-January 1957	+ 1.6	- 2.2	(5)	+ 1.3	+ 2.1	--	--	--	--
	PERCENT DISTRIBUTION								
Year: 1946	100	98.8	1.2	--	--	88.0	12.0	--	--
1947	100	99.6	.4	--	--	87.2	12.8	--	--
1948	100	98.1	1.9	--	--	82.3	17.7	--	--
1949	100	96.5	3.5	--	--	77.5	22.5	--	--
1950	100	96.9	3.1	73.2	26.8	82.7	17.3	--	--
1951	100	93.5	6.5	71.2	28.8	82.5	17.5	--	--
1952	100	94.8	5.2	70.5	29.5	83.6	16.4	--	--
1953	100	96.8	3.2	72.8	27.2	85.0	15.0	--	--
1954	100	98.5	1.5	73.5	26.5	88.3	11.7	4.3	7.4
1955	100	98.5	1.5	73.4	26.6	89.9	10.1	3.7	6.4
1956	100	97.9	2.1	69.5	30.5	--	--	--	--
1956: January	100	98.3	1.7	72.4	27.6	89.1	10.9	4.3	6.6
February	100	98.3	1.7	73.6	26.4	88.3	11.7	4.6	7.1
March	100	95.2	4.8	72.9	27.1	87.3	12.7	4.5	8.2
April	100	98.7	1.3	68.4	31.6	89.8	10.2	3.7	6.5
May	100	97.4	2.6	68.2	31.8	89.1	10.9	3.9	7.0
June	100	97.4	2.6	69.4	30.6	89.9	10.1	3.6	6.5
July	100	97.9	2.1	68.9	31.1	89.7	10.3	3.9	6.4
August	100	99.3	.7	68.2	31.8	89.7	10.3	3.6	6.7
September	100	96.6	3.4	66.3	33.7	88.3	11.7	3.9	7.8
October	100	97.4	2.6	69.3	30.7	87.4	12.6	4.7	7.9
November	100	99.5	.5	68.1	31.9	--	--	--	--
December	100	99.4	.6	70.6	29.4	--	--	--	--
1957: January	100	95.7	4.3	70.5	29.5	--	--	--	--

Source: Department of Labor. [1] Data by urban and rural-nonfarm classification for 1920-53 are available upon request. [2] Annual data not available before 1950; monthly data not available before January 1953. [3] Not available before January 1954. Tabulations showing the number of units in 2-family and 3-or-more family structures for 1920-53 are available upon request. [4] Not yet available. [5] Percent change exceeds 300.

Table B-2: New Private Nonfarm Dwelling Units Started: Seasonally Adjusted Annual Rate

Year	Number of new dwelling units *(in thousands)*											
	Jan.	Feb.	Mar.	Apr.	May	June	July	Aug.	Sept.	Oct.	Nov.	Dec.
1946.....	682	709	756	719	698	662	642	638	601	607	612	647
1947.....	694	720	696	710	749	802	847	899	981	1,018	1,013	962
1948.....	938	829	955	1,019	997	990	969	898	862	806	802	807
1949.....	800	796	814	885	905	929	964	1,028	1,094	1,156	1,240	1,250
1950.....	1,306	1,310	1,406	1,390	1,448	1,476	1,460	1,478	1,282	1,149	1,120	1,269
1951.....	1,343	1,156	1,068	990	983	948	925	961	1,052	1,002	976	967
1952.....	1,000	1,086	1,060	1,037	1,039	1,029	1,084	1,075	1,099	1,121	1,100	1,092
1953.....	1,102	1,083	1,122	1,134	1,097	1,082	1,045	1,021	1,024	1,026	1,050	1,032
1954.....	1,056	1,081	1,086	1,121	1,111	1,175	1,221	1,244	1,260	1,275	1,377	1,458
1955.....	1,416	1,286	1,314	1,374	1,398	1,371	1,318	1,346	1,262	1,209	1,179	1,192
1956.....	1,195	1,127	1,094	1,157	1,146	1,091	1,070	1,136	1,008	1,052	1,060	1,030
1957.....	1,010											

Source: Department of Labor.

Chart 3.

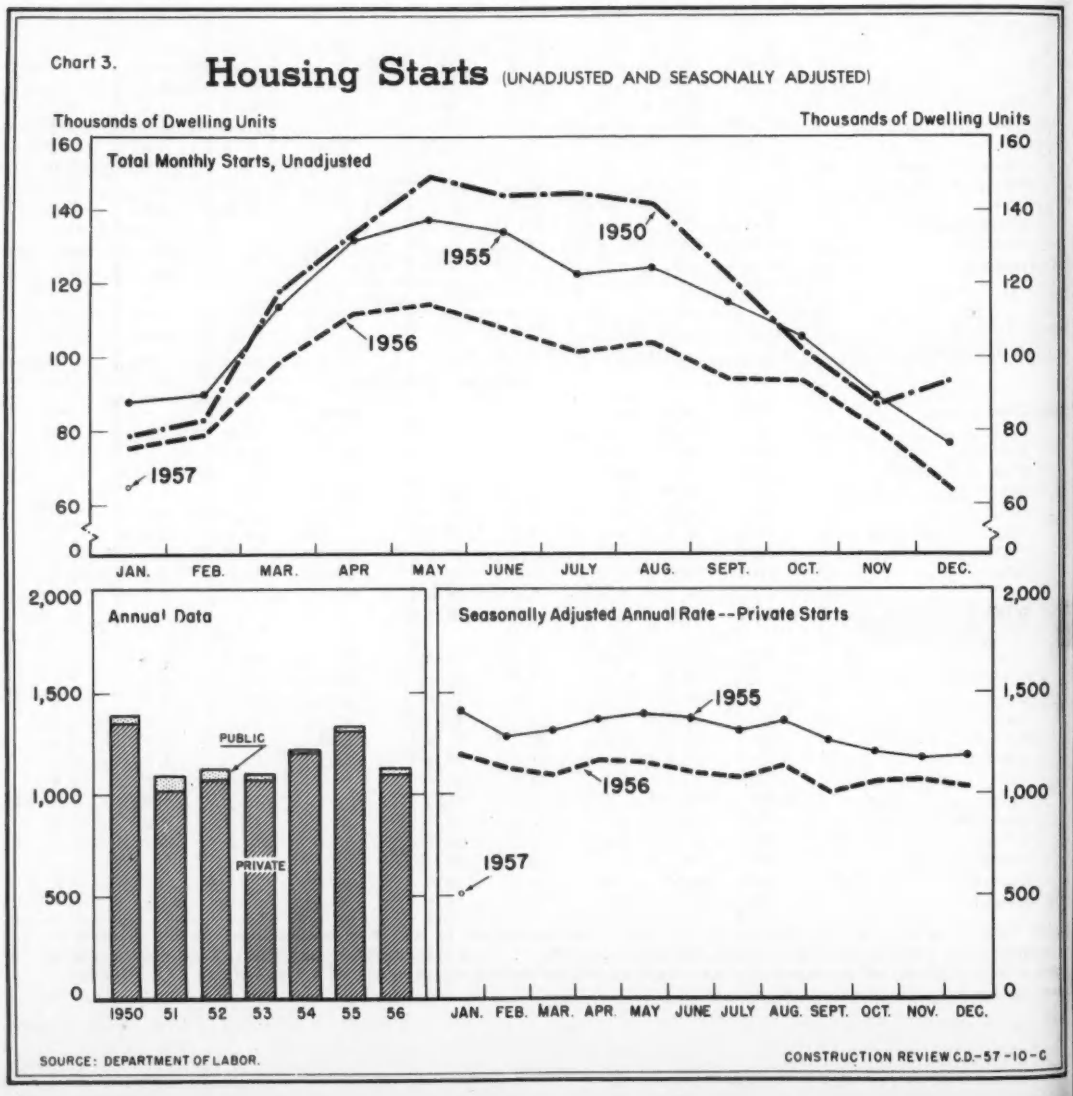


Table B-3: New Private 1-Family Houses Started: Average Construction Cost

Year	Jan.	Feb.	Mar.	Apr.	May	June	July	Aug.	Sept.	Oct.	Nov.	Dec.	Year
	AVERAGE CONSTRUCTION COST												
1946	$5,250	$5,400	$5,850	$5,575	$5,475	$5,425	$5,375	$5,450	$5,450	$5,625	$5,675	$5,575	$5,525
1947	5,700	5,825	6,150	6,275	6,250	6,450	6,725	6,950	7,025	7,275	7,525	7,650	6,750
1948	7,250	7,450	7,550	7,775	7,950	8,050	8,050	8,100	7,900	7,825	7,900	7,900	7,850
1949	7,650	7,525	7,450	7,500	7,650	7,675	7,525	7,650	7,725	7,675	7,675	7,625	7,625
1950	7,625	7,850	8,225	8,450	8,450	8,750	8,875	9,125	8,900	9,200	9,075	9,200	8,675
1951	9,100	9,250	9,175	9,325	9,475	9,475	9,400	9,300	9,450	9,225	9,250	9,125	9,300
1952	9,050	9,275	9,350	9,550	9,575	9,675	9,500	9,425	9,600	9,525	9,550	9,525	9,475
1953	9,400	9,600	9,800	10,000	9,900	10,000	10,125	10,175	10,200	10,175	9,975	10,000	9,950
1954	9,750	9,800	10,075	10,600	10,850	10,750	10,850	10,750	10,675	10,800	10,850	11,075	10,625
1955	10,575	11,125	11,250	11,250	11,400	11,400	11,475	11,425	11,525	11,575	11,575	11,625	11,350
1956	11,325	11,750	12,150	12,275	12,300	12,300	12,375	12,275	12,325	12,425	(1)	(1)	(1)
	Percent change, 1955 to 1956												
	+7.1	+5.6	+8.0	+9.1	+7.9	+7.9	+7.8	+7.4	+6.9	+7.3	--	--	--

Source: Department of Labor. [1] Not yet available.

Table B-4: New Nonfarm Dwelling Units Started, by Region [1]

Region	Number of new dwelling units *(in thousands)*											Percent change, 1st 10 mos. 1955-56
	1955	1956								First 10 months		
	Oct.	Mar.	Apr.	May	June	July	Aug.	Sept.	Oct.	1955	1956	
TOTAL	**105.8**	**98.6**	**111.3**	**113.7**	**107.4**	**101.1**	**103.9**	**93.9**	**93.6**	**1,163.5**	**976.8**	**-16.0**
Northeast	23.5	18.9	23.4	24.7	24.2	21.8	20.8	19.2	20.1	241.1	199.9	-17.1
North Central	29.4	26.1	33.6	33.3	31.2	29.9	29.2	27.6	26.2	317.4	269.2	-15.2
South	28.5	29.2	31.0	32.8	29.3	27.7	30.7	28.6	27.5	333.5	290.9	-12.8
West	24.4	24.4	23.3	22.9	22.7	21.7	23.2	18.5	19.8	271.5	216.8	-20.1

Source: Department of Labor. [1] Composition of regions, and nonfarm population distribution by region, are shown below table A-2.

Chart 4

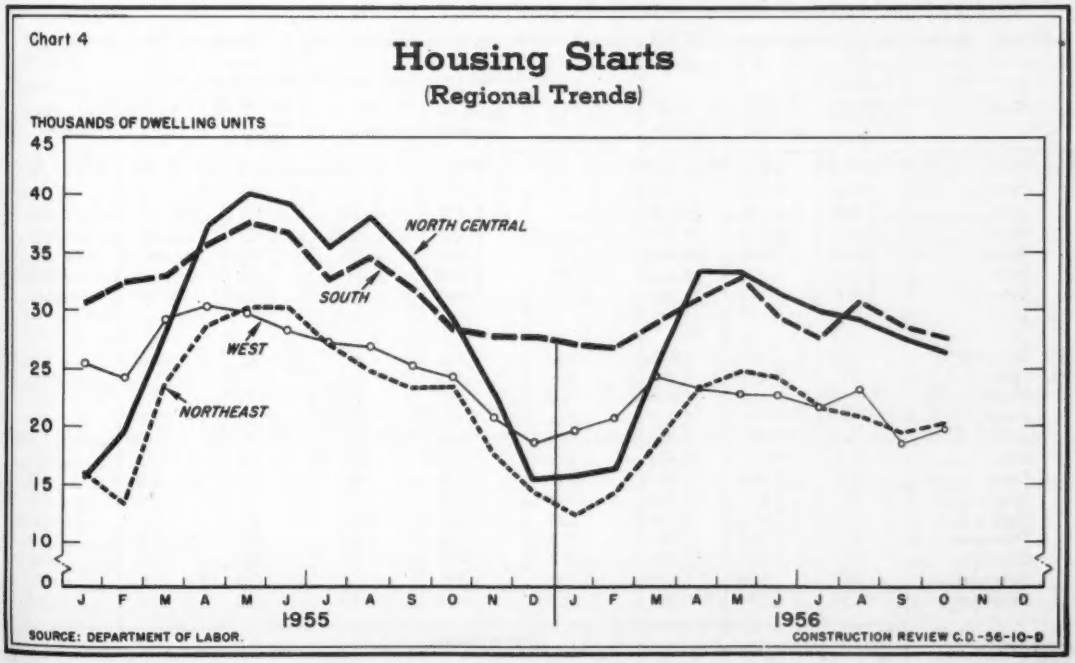


Table B-5: New Private Nonfarm Dwelling Units: Mortgages Applied for, Appraisals Requested, and Units Started Under FHA and VA Programs

Period	FHA-assisted units		VA-assisted units		Nonfarm dwelling units started		
	In applications	Started *(in thousands)*	In appraisal requests	Started *(in thousands)*	U. S. total	FHA-assisted	VA-assisted
	NUMBER OF DWELLING UNITS				PERCENT DISTRIBUTION		
Year: 1950	625,343	486.7	(1)	200.0	100	36	15
1951	267,127	263.5	164,365	148.7	100	26	15
1952	323,753	279.9	226,299	141.3	100	26	13
1953	327,323	252.0	251,437	156.6	100	24	15
1954	383,334	276.3	535,412	307.0	100	23	26
1955	314,888	276.7	620,776	392.9	100	21	30
1956	227,566	[2]191.7	401,520	270.8	100	17	25
1956: January	16,181	13.0	29,284	23.0	100	18	31
February	20,189	13.1	37,134	17.4	100	17	23
March	26,376	17.0	37,511	20.6	100	18	22
April	23,755	19.9	45,769	26.4	100	18	24
May	24,278	19.7	44,395	26.6	100	18	24
June	18,331	18.5	35,620	26.4	100	18	25
July	19,484	17.6	34,634	25.2	100	18	25
August	19,066	18.7	36,518	24.4	100	18	24
September	14,017	15.2	30,007	24.0	100	17	26
October	18,181	15.6	29,678	24.0	100	17	26
November	14,805	12.2	21,941	17.8	100	15	22
December	12,903	[2]11.3	19,029	15.0	100	18	24
1957: January	14,784	7.8	18,924	12.0	100	13	19
	Percent change						
January, 1956-57	-9	-40	-35	-48			

Source: Table compiled by Department of Labor from data reported by the Federal Housing Administration (HHFA) and the Veterans Administration. [1] Not available. [2] December 1956 figure and 1956 total both revised--as result of year-end inventory adjustments--to include 1,686 units begun during 1956 (1,662 under Sec. 803; 24 units under Sec. 207) that were not distributed by month.

Table B-6: Nonfarm Mortgage Recordings of $20,000 or Less: Number and Average Amount, and Total Amount by Type of Lender

Period	Total number *(in thousands)*	Average amount *(dollars)*	Total amount *(in millions of dollars)* recorded by--						
			All lenders	Savings and loan associations	Insurance companies	Commercial banks	Mutual savings banks	Individuals	All other lenders
Year: 1950	3,032	5,335	16,179	5,060	1,618	3,365	1,064	2,299	2,774
1951	2,878	5,701	16,405	5,295	1,615	3,370	1,013	2,539	2,572
1952	3,028	5,950	18,018	6,452	1,420	3,600	1,137	2,758	2,651
1953	3,164	6,241	19,747	7,365	1,480	3,680	1,327	2,841	3,055
1954	3,458	6,644	22,974	8,312	1,768	4,239	1,501	2,882	4,272
1955	3,913	7,279	28,484	10,452	1,932	5,617	1,858	3,362	5,265
1956	3,602	7,521	27,088	9,532	1,799	5,458	1,824	3,558	4,917
1955: December	293	7,457	2,188	700	156	457	166	268	441
1956: January	275	7,483	2,059	665	148	435	131	275	406
February	278	7,368	2,050	700	136	421	127	270	395
March	309	7,360	2,271	816	152	468	128	300	408
April	303	7,494	2,269	827	148	470	128	295	401
May	324	7,511	2,434	872	159	508	152	318	425
June	319	7,583	2,417	877	165	494	162	309	410
July	312	7,621	2,374	851	159	464	168	307	425
August	336	7,562	2,544	921	163	508	181	319	452
September	290	7,534	2,185	779	139	441	163	275	388
October	322	7,535	2,425	848	154	475	183	327	438
November	277	7,608	2,108	717	136	409	152	293	401
December	257	7,582	1,951	660	138	366	148	270	369
	Percent change								
Annual totals, 1955-56	-8	+3	-5	-9	-7	-3	-2	+6	-7

Source: Table compiled by Department of Labor from data reported by the Federal Home Loan Bank Board.

(NOTE: Housing vacancy rate data, which appeared when available in previous issues of Construction Review, will be shown quarterly in Tables B-7 and B-8 in the March, June, September, and December issues. Tables below give data available from April 1950.)

Table B-7:--Housing Vacancy Rates: Vacancy-Occupancy Status and Condition of Dwelling Units, Nationally

(Percent distribution)

Status and condition of dwelling units	1950	1955			1956			
	Apr.	2d qtr.	3d qtr.	4th qtr.	1st qtr.	2d qtr.	3d qtr.	4th qtr.
Total dwelling units	**100.0**	**100.0**	**100.0**	**100.0**	**100.0**	**100.0**	**100.0**	**100.0**
Vacant dwelling units:								
Available for occupancy[1]	1.6	2.3	2.3	2.7	2.7	2.6	2.8	2.5
For rent[2]	*1.1*	*1.8*	*1.8*	*2.2*	*2.2*	*2.1*	*2.2*	*2.1*
For sale	*.5*	*.5*	*.5*	*.5*	*.5*	*.5*	*.6*	*.4*
Rented or sold, awaiting occupancy[1]	1.7	.5	.5	.4	.4	.5	.6	.4
Held off market[1]		1.5	1.6	2.0	2.2	2.1	1.8	2.0
Dilapidated	1.1	1.2	1.1	1.2	1.1	1.0	1.0	1.1
Seasonal dwelling units[3]	2.5	2.6	2.6	2.4	2.4	2.5	2.8	2.7
Occupied dwelling units	93.1	91.9	91.9	91.3	91.2	91.3	91.0	91.3

Source: Department of Commerce, Bureau of the Census, Housing and Construction Reports, Series H-111. [1] Nonseasonal, not dilapidated units. [2] Comprises vacant units offered for rent, as well as those being offered either for rent or for sale. [3] Comprises unoccupied units and units temporarily occupied by nonresidents, that is, persons with usual residence elsewhere.

Table B-8: Housing Vacancy Rates: Vacancy-Occupancy Status and Condition of Dwelling Units, by Regional and Metropolitan-Nonmetropolitan Location

(Percent distribution)

Status and condition of dwelling units	1950	1955			1956				1950	1955			1956			
	Apr.	2d qtr.	3d qtr.	4th qtr.	1st qtr.	2d qtr.	3d qtr.	4th qtr.	Apr.	2d qtr.	3d qtr.	4th qtr.	1st qtr.	2d qtr.	3d qtr.	4th qtr.
	NORTHEAST								NORTH CENTRAL							
Total dwelling units	**100.0**	**100.0**	**100.0**	**100.0**	**100.0**	**100.0**	**100.0**	**100.0**	**100.0**	**100.0**	**100.0**	**100.0**	**100.0**	**100.0**	**100.0**	**100.0**
Vacant dwelling units																
Available for occupancy[1]	1.1	1.2	1.4	1.6	1.7	1.5	1.8	1.6	1.1	1.7	1.7	2.1	2.0	2.1	2.5	2.1
For rent[2]	*.7*	*.8*	*1.1*	*1.2*	*1.3*	*1.1*	*1.3*	*1.3*	*.7*	*1.4*	*1.3*	*1.7*	*1.6*	*1.6*	*2.0*	*1.7*
For sale	*.4*	*.4*	*.3*	*.4*	*.4*	*.4*	*.5*	*.3*	*.4*	*.3*	*.4*	*.4*	*.4*	*.5*	*.5*	*.4*
Rented or sold, awaiting occupancy[1]	1.4	.5	.4	.4	.4	.5	.5	.5	1.5	.5	.5	.4	.4	.5	.6	.4
Held off market[1]		.5	.7	.9	.8	.8	.9	1.0		1.2	1.4	1.4	1.6	1.8	1.6	1.7
Dilapidated	.4	.5	.3	.3	.3	.2	.3	.3	.8	.9	.8	.9	.8	.7	.6	.8
Seasonal dwelling units[3]	3.9	4.5	5.2	4.9	5.3	4.7	5.1	5.2	2.2	1.5	1.2	1.4	1.5	1.6	2.0	1.9
Occupied dwelling units	93.2	92.8	92.0	91.9	91.5	92.3	91.4	91.4	94.4	94.2	94.4	93.8	93.7	93.3	92.7	93.1
	SOUTH								WEST							
Total dwelling units	**100.0**	**100.0**	**100.0**	**100.0**	**100.0**	**100.0**	**100.0**	**100.0**	**100.0**	**100.0**	**100.0**	**100.0**	**100.0**	**100.0**	**100.0**	**100.0**
Vacant dwelling units																
Available for occupancy[1]	2.0	2.9	2.9	3.5	3.2	3.4	3.5	3.3	2.7	3.9	4.0	4.1	4.4	4.1	3.9	3.2
For rent[2]	*1.5*	*2.5*	*2.4*	*3.0*	*2.7*	*2.8*	*2.9*	*2.8*	*2.0*	*3.0*	*3.0*	*3.2*	*3.7*	*3.5*	*3.1*	*2.7*
For sale	*.5*	*.4*	*.5*	*.5*	*.5*	*.6*	*.6*	*.5*	*.7*	*.9*	*1.0*	*.9*	*.7*	*.6*	*.8*	*.5*
Rented or sold, awaiting occupancy[1]	1.9	.3	.4	.3	.4	.5	.5	.4	2.3	.6	.7	.5	.4	.6	.7	.5
Held off market[1]		2.1	2.0	2.6	2.9	2.6	2.4	2.5		2.7	2.6	3.8	4.8	3.6	3.1	2.9
Dilapidated	2.2	2.5	2.1	2.2	2.0	2.1	1.9	2.2	1.0	1.0	1.1	1.0	1.1	.9	.9	.8
Seasonal dwelling units[3]	1.4	1.4	1.2	1.3	1.3	1.7	1.9	1.6	2.3	3.7	3.2	2.4	1.5	2.1	2.2	1.8
Occupied dwelling units	92.5	90.8	91.4	90.1	90.2	89.7	89.8	90.0	91.7	88.1	88.4	88.2	87.8	88.7	89.2	90.8
	INSIDE METROPOLITAN AREAS								OUTSIDE METROPOLITAN AREAS							
Total dwelling units	**100.0**	**100.0**	**100.0**	**100.0**	**100.0**	**100.0**	**100.0**	**100.0**	**100.0**	**100.0**	**100.0**	**100.0**	**100.0**	**100.0**	**100.0**	**100.0**
Vacant dwelling units																
Available for occupancy[1]	1.6	2.0	2.2	2.5	2.4	2.4	2.5	2.2	1.6	2.7	2.5	2.9	3.0	3.0	3.2	2.8
For rent[2]	*1.1*	*1.6*	*1.7*	*1.9*	*1.9*	*1.9*	*2.0*	*1.8*	*1.2*	*2.1*	*2.0*	*2.5*	*2.5*	*2.4*	*2.6*	*2.3*
For sale	*.5*	*.4*	*.5*	*.6*	*.5*	*.5*	*.5*	*.4*	*.4*	*.6*	*.5*	*.4*	*.5*	*.6*	*.6*	*.5*
Rented or sold, awaiting occupancy[1]	1.2	.5	.6	.5	.5	.5	.7	.5	2.4	.4	.4	.3	.3	.4	.4	.4
Held off market[1]		.8	.8	1.0	1.1	1.1	1.0	1.1		2.6	2.6	3.3	3.8	3.4	3.0	3.1
Dilapidated	.4	.5	.4	.4	.5	.4	.3	.4	2.0	2.3	2.0	2.2	1.9	1.9	1.8	2.1
Seasonal dwelling units[3]	1.1	1.2	1.2	1.1	1.2	1.1	1.2	1.2	4.0	4.7	4.5	4.2	4.1	4.5	5.1	4.7
Occupied dwelling units	95.7	95.0	94.8	94.5	94.3	94.5	94.3	94.6	90.0	87.3	88.0	87.1	86.9	86.8	86.5	86.9

Source: Department of Commerce, Bureau of the Census, Housing and Construction Reports, Series H-111. NOTE: See footnotes 1, 2, and 3 of Table B-7 above.

Part C–Building Permits

Table C-1: Building Permit Activity: Current Summary, by Type of Building Construction

Type of building construction	Valuation *(in millions of dollars)*						Percent change, Jan. 1956-57
	1957	1956			Year		
	Jan.	Dec.	Nov.	Jan.	1956	1955	
All building construction [1]	1,109.7	1,048.4	1,337.2	1,183.5	18,740.2	18,939.0	- 6
Private	984.0	924.2	1,191.1	1,057.2	16,872.6	17,264.3	- 7
Public	125.7	124.2	146.1	126.3	1,867.6	1,674.7	(3)
New dwelling units [2]	543.6	518.6	670.0	635.0	10,130.8	11,535.1	-14
Number of new dwelling units	(52,770)	(48,095)	(61,223)	(62,855)	(941,608)	(1,148,488)	(-16)
New nonresidential building	441.0	411.2	525.5	427.2	6,634.9	5,593.7	+ 3
Commercial buildings	115.9	135.8	153.1	137.7	2,076.3	1,858.7	-16
Stores and other mercantile buildings	54.0	58.5	67.8	65.2	1,003.7	999.1	-17
All other commercial buildings	61.9	77.3	85.3	72.5	1,072.6	859.6	-15
Community buildings	170.2	145.2	175.5	153.0	2,222.0	1,946.2	+11
Industrial buildings	85.6	59.7	105.5	79.7	1,254.3	830.4	+ 7
All other nonresidential buildings	69.3	70.5	91.4	56.9	1,082.4	958.3	+22
Additions, alterations, and repairs	117.5	109.8	133.8	113.7	1,832.5	1,649.1	+ 3

Source: Department of Labor. [1] Includes new nonhousekeeping residential building, not shown separately. [2] Housekeeping only. [3] Change of less than one-half of 1 percent.

Chart 5

Building Permit Activity

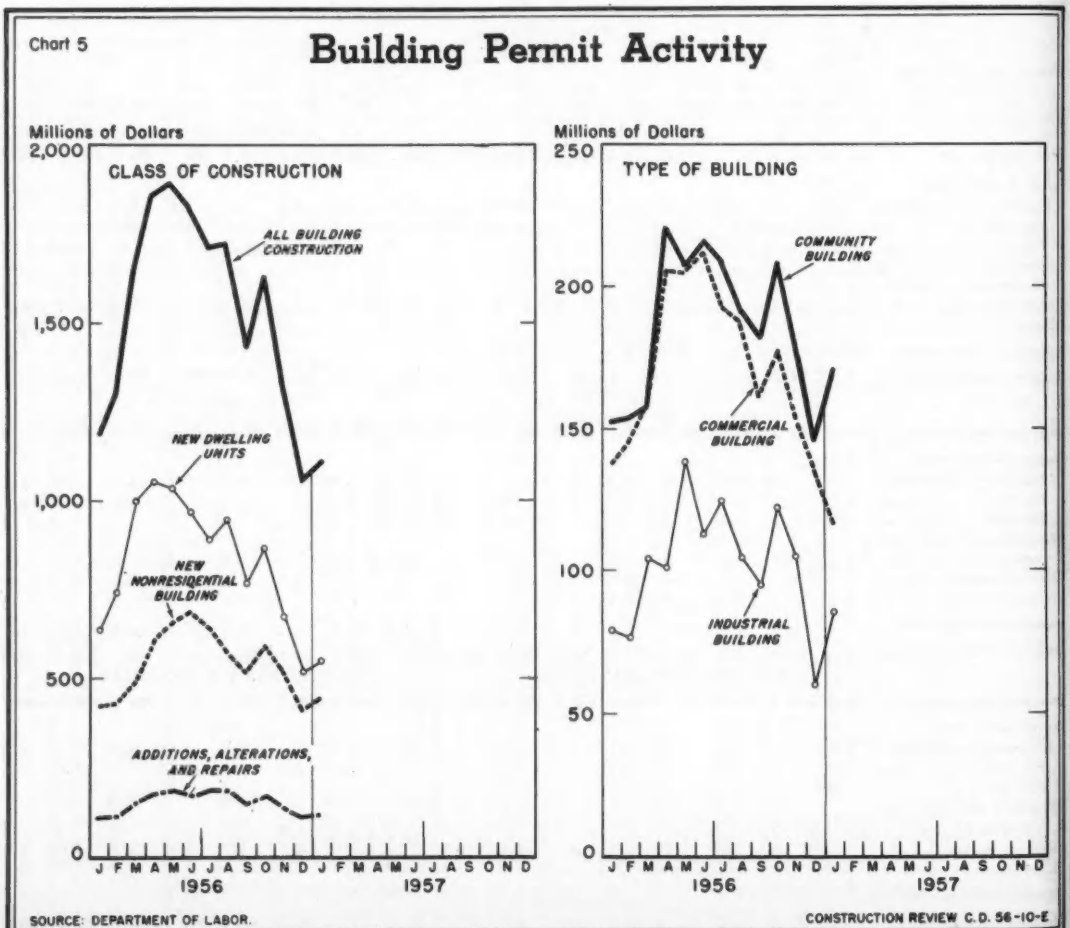


Table C-2: Building Permit Activity: Valuation, by Type of Building Construction and Region [1]

Type of building construction	Valuation *(in millions of dollars)*						Percent change, year 1955-56
	1955	1956			Year		
	Dec.	Oct.	Nov.	Dec.	1955	1956	
UNITED STATES							
All building construction [2]	**1,093.0**	**1,652.8**	**1,337.2**	**1,048.4**	**18,939.0**	**18,740.2**	**- 1**
New dwelling units [3]	595.9	863.5	670.0	518.6	11,535.1	10,130.8	-12
New nonresidential building	389.9	607.6	525.5	411.2	5,593.7	6,634.9	+19
Commercial buildings	118.6	177.1	153.1	135.8	1,858.7	2,076.3	+12
Amusement buildings	4.7	8.9	10.6	5.3	99.4	113.4	+14
Commercial garages	4.1	5.8	4.7	4.0	66.7	60.0	-10
Gasoline and service stations	9.6	17.2	13.9	10.7	140.0	165.4	+18
Office buildings	33.4	44.0	56.1	57.3	553.4	733.7	+33
Stores and other mercantile bldgs.	66.9	101.2	67.8	58.5	999.1	1,003.7	(4)
Community buildings	133.7	208.5	175.5	145.2	1,946.2	2,222.0	+14
Educational buildings	96.2	125.0	120.6	99.6	1,242.3	1,406.5	+13
Institutional buildings	13.2	41.5	24.3	16.3	307.7	364.6	+18
Religious buildings	24.3	42.0	30.6	29.2	396.2	450.8	+14
Garages, private residential	6.2	23.4	13.8	6.4	187.6	201.9	+ 8
Industrial buildings	59.6	122.9	105.5	59.7	830.4	1,254.3	+51
Public buildings	26.2	26.7	28.3	19.9	306.6	323.9	+ 6
Public utilities buildings	31.5	29.9	27.4	28.4	273.1	326.7	+20
All other nonresidential buildings	14.1	19.1	21.8	15.9	191.0	229.9	+20
Additions, alterations, and repairs	97.6	166.7	133.8	109.8	1,649.1	1,832.5	+11
Northeast							
All building construction [2]	**237.8**	**346.8**	**287.3**	**242.6**	**4,129.6**	**4,041.3**	**- 2**
New dwelling units [3]	132.5	192.6	147.6	116.8	2,500.1	2,191.6	-12
New nonresidential building	81.3	115.9	111.3	99.2	1,233.8	1,430.5	+16
Commercial buildings	26.7	36.8	37.8	33.7	428.0	463.8	+ 8
Amusement buildings	.6	.6	1.8	1.3	16.3	22.8	+40
Commercial garages	1.5	2.9	1.4	.7	16.4	20.7	+26
Gasoline and service stations	2.1	2.8	2.7	2.2	23.6	29.8	+26
Office buildings	9.9	9.7	18.4	13.5	182.4	207.2	+14
Stores and other mercantile bldgs.	12.6	20.8	13.4	16.1	189.2	183.4	- 3
Community buildings	27.2	43.3	37.3	31.4	438.6	529.6	+21
Educational buildings	21.0	23.8	25.9	21.1	292.8	334.5	+14
Institutional buildings	1.4	11.2	4.2	1.5	56.7	98.9	+74
Religious buildings	4.8	8.3	7.2	8.8	89.0	96.3	+ 8
Garages, private residential	1.6	4.8	3.4	1.8	40.3	41.5	+ 3
Industrial buildings	15.1	17.9	16.2	13.3	194.4	242.9	+25
Public buildings	3.4	2.2	6.2	4.8	36.3	46.8	+29
Public utilities buildings	5.3	9.0	2.8	13.3	52.9	63.2	+19
All other nonresidential buildings	2.0	1.9	7.7	.9	43.3	42.5	- 2
Additions, alterations, and repairs	21.8	34.1	27.3	24.1	364.9	393.7	+ 8
North Central							
All building construction [2]	**287.9**	**537.3**	**386.2**	**258.0**	**5,715.4**	**5,669.4**	**- 1**
New dwelling units [3]	145.7	267.2	193.1	127.1	3,488.5	3,135.8	-10
New nonresidential building	114.7	213.2	157.5	99.0	1,748.7	1,991.3	+14
Commercial buildings	23.7	49.7	31.8	27.7	491.8	539.4	+10
Amusement buildings	1.2	5.6	2.1	1.5	31.5	35.7	+13
Commercial garages	.8	1.5	.6	.8	23.7	13.1	-45
Gasoline and service stations	2.3	5.7	4.2	3.3	43.0	50.7	+18
Office buildings	8.4	8.7	10.6	10.0	127.0	171.4	+35
Stores and other mercantile bldgs.	10.9	28.2	14.4	12.1	266.6	268.5	+ 1
Community buildings	43.0	69.4	53.7	41.3	642.3	682.3	+ 6
Educational buildings	30.0	41.8	41.3	31.6	396.2	445.8	+13
Institutional buildings	5.6	11.8	3.1	4.0	120.0	94.6	-21
Religious buildings	7.4	15.8	9.2	5.8	126.1	142.0	+13
Garages, private residential	2.0	13.5	6.6	2.1	97.6	108.6	+11
Industrial buildings	25.3	63.6	46.1	18.7	315.9	451.1	+43
Public buildings	9.2	3.2	9.9	2.9	80.8	63.7	-21
Public utilities buildings	9.6	8.3	6.3	2.2	92.9	99.8	+ 7
All other nonresidential buildings	1.9	5.4	3.0	4.0	27.3	46.4	+70
Additions, alterations, and repairs	25.9	53.2	34.0	30.1	449.2	510.2	+14

See footnotes at end of table.

Table C-2: - Building Permit Activity: Valuation, by Type of Building Construction and Region [1]--Continued

Type of building construction	Valuation (in millions of dollars)						Percent change, year 1955-56
	1955	1956			Year		
	Dec.	Oct.	Nov.	Dec.	1955	1956	
South							
All building construction [2]	293.7	386.3	319.1	272.0	4,667.7	4,451.1	- 5
New dwelling units [3]	160.2	202.5	149.7	132.6	2,700.9	2,345.6	-13
New nonresidential building	103.8	138.6	130.0	108.3	1,455.4	1,578.9	+ 8
Commercial buildings	40.3	45.1	48.3	39.3	532.6	590.7	+11
Amusement buildings	2.1	1.0	1.4	1.2	33.2	24.5	-26
Commercial garages	1.4	.7	1.5	2.0	19.4	15.2	-22
Gasoline and service stations	3.5	5.6	4.4	3.4	46.2	55.5	+20
Office buildings	6.6	7.5	16.6	16.2	130.9	195.9	+50
Stores and other mercantile bldgs.	26.7	30.4	24.4	16.5	303.0	299.6	- 1
Community buildings	34.8	59.3	42.6	41.8	505.7	553.3	+ 9
Educational buildings	22.7	31.8	27.4	30.7	292.3	322.1	+10
Institutional buildings	3.6	16.1	6.9	3.0	83.8	97.3	+16
Religious buildings	8.5	11.4	8.3	8.1	129.7	133.8	+ 3
Garages, private residential	1.0	1.9	1.3	.9	19.0	19.0	0
Industrial buildings	8.6	15.6	14.6	9.3	145.4	183.5	+26
Public buildings	6.6	5.0	5.7	6.3	109.3	97.0	-11
Public utilities buildings	7.1	8.3	14.6	6.5	86.8	95.5	+10
All other nonresidential buildings	5.5	3.3	2.9	4.2	56.6	40.0	-29
Additions, alterations, and repairs	26.1	41.6	37.3	29.4	451.1	484.4	+ 7
West							
All building construction [2]	273.6	382.4	344.5	275.9	4,426.2	4,578.5	+ 3
New dwelling units [3]	157.4	201.2	179.7	142.1	2,845.7	2,457.7	-14
New nonresidential building	90.1	140.0	126.7	104.7	1,155.9	1,634.2	+41
Commercial buildings	27.9	45.5	35.2	35.1	406.3	482.3	+19
Amusement buildings	.7	1.7	5.3	1.4	18.4	30.5	+66
Commercial garages	.4	.7	1.2	.5	7.1	11.0	+55
Gasoline and service stations	1.5	3.2	2.6	1.8	27.3	29.4	+ 8
Office buildings	8.5	18.1	10.6	17.7	113.2	159.3	+41
Stores and other mercantile bldgs.	16.7	21.8	15.5	13.8	240.3	252.1	+ 5
Community buildings	28.8	36.4	42.0	30.6	359.6	456.7	+27
Educational buildings	22.5	27.5	25.9	16.2	261.0	304.1	+17
Institutional buildings	2.5	2.3	10.1	7.8	47.2	73.8	+56
Religious buildings	3.7	6.6	6.0	6.6	51.4	78.8	+53
Garages, private residential	1.6	3.2	2.5	1.6	30.7	32.9	+ 7
Industrial buildings	10.6	25.8	28.6	18.4	174.7	376.8	+116
Public buildings	7.0	16.3	6.5	5.9	80.3	116.4	+45
Public utilities buildings	9.4	4.4	3.6	6.3	40.5	68.2	+68
All other nonresidential buildings	4.7	8.4	8.3	6.8	63.8	101.0	+58
Additions, alterations, and repairs	23.9	37.8	35.2	26.1	383.9	444.2	+16

Source: Department of Labor. [1] Composition of regions, and nonfarm population distribution by region, are shown below table A-2. [2] Includes new nonhousekeeping residential building, not shown separately. [3] Housekeeping only. [4] Change of less than one-half of 1 percent.

Table C-3: Building Permit Activity: Number of Nonresidential Buildings, by Type of Building

Type of building	1955	1956						
	Dec.	May	June	July	Aug.	Sept.	Oct.	Nov.	Dec.
Amusement buildings	92	286	277	265	253	153	183	186	105
Commercial garages	143	202	173	205	180	184	274	212	168
Educational buildings	344	498	561	469	428	359	449	395	325
Garages, private residential	6,876	25,136	23,403	24,668	27,294	25,136	25,301	14,666	6,635
Gasoline and service stations	660	1,024	974	899	974	952	1,036	874	700
Industrial buildings	939	1,487	1,369	1,195	1,234	1,276	1,500	1,329	895
Institutional buildings	51	79	88	123	94	79	124	73	51
Office buildings	435	710	711	635	682	597	648	578	474
Religious buildings	301	613	564	569	520	521	534	418	317
Stores and other mercantile buildings	2,057	3,446	2,839	2,943	2,862	2,334	2,825	2,274	1,765

Source: Department of Labor.

Table C-4: Building Permit Activity: Valuation and Number of New Dwelling Units, by Type of Structure, Public-Private Ownership, and Region [1]

(Housekeeping units only)

Ownership and type of structure	Valuation *(in millions of dollars)*					Number of dwelling units				
	1955	1956		Year		1955	1956		Year	
	Dec.	Nov.	Dec.	1955	1956	Dec.	Nov.	Dec.	1955	1956
UNITED STATES										
All new dwelling units..	**595.9**	**670.0**	**518.6**	**11,535.1**	**10,130.8**	**57,760**	**61,223**	**48,095**	**1,140,488**	**941,608**
Privately owned	584.1	663.9	512.7	11,386.4	9,955.9	56,692	60,646	47,494	1,132,631	923,883
1-family	544.5	609.1	453.9	10,643.1	9,211.3	50,182	52,197	39,085	1,014,366	810,815
2-4 family.....	15.9	22.8	17.2	292.4	302.4	2,578	3,571	2,631	46,316	44,626
5-or-more family	23.8	31.9	41.5	451.0	442.1	3,932	4,878	5,778	71,949	68,442
Publicly owned	11.8	6.1	5.9	148.7	174.9	1,068	577	601	15,857	17,725
Northeast										
All new dwelling units..	**132.5**	**147.6**	**116.8**	**2,500.1**	**2,191.6**	**12,160**	**13,024**	**9,985**	**242,675**	**197,592**
Privately owned	127.6	145.5	114.8	2,417.5	2,106.8	11,584	12,750	9,791	233,458	188,484
1-family	116.3	133.2	98.2	2,179.8	1,925.8	9,923	10,978	7,981	201,992	164,538
2-4 family	4.0	4.8	2.3	59.5	66.5	647	745	306	8,590	9,106
5-or-more family	7.4	7.4	14.4	178.0	114.6	1,014	1,027	1,504	22,876	14,840
Publicly owned	4.9	2.1	2.0	82.6	84.8	576	274	194	9,217	9,108
North Central										
All new dwelling units..	**145.7**	**193.1**	**127.1**	**3,488.5**	**3,135.8**	**11,764**	**14,953**	**10,345**	**298,462**	**250,765**
Privately owned	145.7	193.1	125.3	3,453.8	3,095.6	11,764	14,953	10,144	294,960	246,654
1-family	139.5	181.6	111.6	3,305.7	2,940.0	11,056	13,631	8,454	277,064	228,692
2-4 family.....	3.5	7.0	5.1	81.8	89.9	397	816	534	9,181	9,414
5-or-more family	2.8	4.4	8.7	66.3	65.8	311	506	1,156	8,715	8,548
Publicly owned	0	0	1.8	34.6	40.2	0	0	201	3,502	4,111
South										
All new dwelling units..	**160.2**	**149.7**	**132.6**	**2,700.9**	**2,345.6**	**17,842**	**15,854**	**14,032**	**309,466**	**249,715**
Privately owned	156.8	149.5	130.5	2,685.6	2,310.2	17,600	15,844	13,826	307,921	246,471
1-family	149.2	139.5	122.8	2,554.6	2,164.8	16,127	14,050	12,416	280,038	221,389
2-4 family.....	3.9	4.1	3.3	61.3	54.1	765	900	682	13,076	10,814
5-or-more family	3.7	5.9	4.3	69.7	91.2	708	894	728	14,807	14,268
Publicly owned	3.5	.2	2.1	15.2	35.4	242	10	206	1,545	3,244
West										
All new dwelling units..	**157.4**	**179.7**	**142.1**	**2,845.7**	**2,457.7**	**15,994**	**17,392**	**13,733**	**297,885**	**243,536**
Privately owned.....	154.1	175.8	142.1	2,829.5	2,443.2	15,744	17,099	13,733	296,292	242,274
1-family	139.4	154.8	121.3	2,602.9	2,180.7	13,076	13,538	10,234	255,272	196,196
2-4 family.....	4.7	6.9	6.7	89.7	92.1	769	1,110	1,109	15,469	15,292
5-or-more family	10.0	14.1	14.2	136.9	170.5	1,899	2,451	2,390	25,551	30,786
Publicly owned	3.4	3.9	0	16.2	14.5	250	293	0	1,593	1,262

Source: Department of Labor. [1] Composition of regions, and nonfarm population distribution by region, are shown below table A-2.

Chart 6.

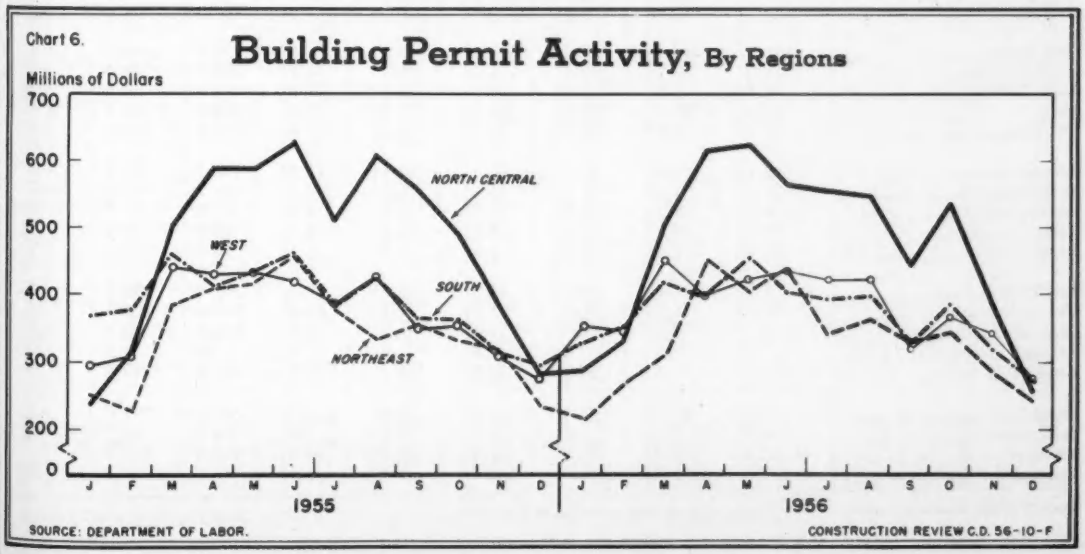


Table C-5: Building Permit Activity: Valuation, by Metropolitan-Nonmetropolitan Location and by State

(Millions of dollars)

State	1955	1956					First 11 months		Percent change, 1st 11 mos. 1955-56
	Nov.	July	Aug.	Sept.	Oct.	Nov.	1955	1956	
ALL STATES	1,323.4	1,716.7	1,732.7	1,440.6	1,652.8	1,337.2	17,846.0	17,691.8	- 1
Metropolitan areas	1,028.1	1,330.7	1,350.2	1,101.4	1,294.1	1,029.4	14,233.3	13,807.6	- 3
Nonmetropolitan areas	295.3	386.0	382.5	339.2	358.7	307.8	3,612.7	3,884.2	+ 8
Alabama	12.1	15.6	14.2	14.1	14.3	14.7	156.4	161.3	+ 3
Arizona	12.8	16.7	18.0	12.4	19.7	16.3	150.1	178.1	+19
Arkansas	4.1	4.3	5.3	5.3	4.5	3.7	51.4	54.0	+ 5
California	217.9	314.1	291.6	205.7	255.6	242.0	2,872.6	2,959.4	+ 3
Colorado	20.7	17.9	23.7	16.8	41.2	22.3	264.7	261.6	- 1
Connecticut	29.0	30.9	34.6	29.8	33.0	37.1	337.0	352.5	+ 5
Delaware	3.5	3.8	6.2	3.2	7.8	9.0	59.8	59.0	- 1
District of Columbia	1.6	6.1	3.6	8.9	17.9	4.4	86.0	64.6	-25
Florida	57.0	72.9	79.3	61.7	77.5	65.7	695.4	777.1	+12
Georgia	30.3	24.2	23.7	20.2	19.2	17.2	264.1	237.1	-10
Idaho	3.1	3.1	3.7	4.3	3.3	3.3	34.2	38.3	+12
Illinois	81.2	119.5	117.3	106.9	118.8	92.6	1,202.1	1,258.5	+ 5
Indiana	32.8	38.4	51.2	34.1	40.1	30.7	362.0	411.5	+14
Iowa	12.2	14.9	15.6	16.7	21.6	13.0	172.8	174.3	+ 1
Kansas	10.9	13.0	10.3	11.4	13.3	14.2	187.7	143.2	-24
Kentucky	10.8	22.3	15.6	13.9	11.2	10.6	164.3	157.3	- 4
Louisiana	19.4	21.5	24.2	19.7	21.7	14.9	276.6	254.5	- 8
Maine	3.1	3.9	2.8	3.9	2.7	2.7	27.3	33.0	+21
Maryland	30.6	33.7	49.1	26.5	36.4	28.0	462.3	398.5	-14
Massachusetts	29.1	46.4	40.0	47.2	42.5	39.5	420.9	444.1	+ 6
Michigan	71.8	113.9	112.6	81.4	114.2	72.8	1,070.9	1,045.7	- 2
Minnesota	25.9	36.2	38.1	40.2	30.8	21.7	389.0	360.4	- 7
Mississippi	3.1	5.1	4.1	5.2	4.1	3.5	47.0	49.6	+ 6
Missouri	22.6	27.7	30.3	22.4	29.9	19.4	316.5	291.4	- 8
Montana	2.1	4.2	3.2	5.9	3.2	2.3	39.5	40.6	+ 3
Nebraska	5.2	10.2	8.3	6.2	8.7	5.6	93.0	79.2	-15
Nevada	6.3	2.6	3.0	5.7	3.0	3.7	67.9	43.1	-37
New Hampshire	2.6	3.6	3.8	2.9	4.4	3.1	39.5	36.2	- 8
New Jersey	63.7	64.0	68.8	62.8	73.6	54.1	783.6	754.7	- 4
New Mexico	4.7	6.6	7.1	7.0	6.5	7.2	80.2	71.7	-11
New York	113.3	116.4	140.9	129.6	120.8	96.9	1,395.9	1,379.3	- 1
North Carolina	13.0	20.5	20.4	14.4	16.7	14.9	202.9	209.5	+ 3
North Dakota	2.2	3.9	6.0	4.0	3.5	1.8	35.1	39.6	+13
Ohio	87.9	136.0	116.1	83.5	111.1	78.8	1,144.9	1,148.5	(1)
Oklahoma	7.9	12.0	13.4	13.0	9.4	15.9	140.5	135.0	- 4
Oregon	8.1	16.9	17.5	16.3	13.4	11.9	150.7	174.9	+16
Pennsylvania	70.2	67.8	67.2	55.1	65.5	48.7	831.7	732.4	-12
Rhode Island	4.5	8.1	4.9	3.5	3.6	4.6	45.0	56.5	+26
South Carolina	6.5	6.5	5.4	5.1	6.8	4.7	88.8	70.5	-21
South Dakota	1.9	3.3	2.6	3.2	4.5	1.6	36.1	36.4	+ 1
Tennessee	14.6	24.4	16.5	15.5	15.7	17.0	205.4	199.4	- 3
Texas	65.9	78.1	75.2	71.9	76.1	64.9	962.0	860.8	-11
Utah	9.2	8.7	14.8	12.6	8.1	9.0	113.8	140.9	+24
Vermont	.7	.5	.6	2.8	.6	.6	11.0	9.9	-10
Virginia	29.3	37.3	36.1	31.2	40.7	24.8	447.0	429.2	- 4
Washington	21.8	32.8	37.4	32.7	24.8	25.7	361.0	370.0	+ 2
West Virginia	4.0	5.9	5.8	5.1	6.2	5.2	64.2	61.7	- 4
Wisconsin	31.3	38.9	39.7	36.6	40.9	34.0	417.5	423.2	+ 1
Wyoming	.9	1.8	2.7	2.0	3.4	.8	17.9	23.7	+32

Source: Department of Labor.

[1] Change of less than one-half of 1 percent.

Table C-6: Building Permit Activity: Number of New Dwelling Units, by Metropolitan-Nonmetropolitan Location and by State

(Housekeeping units only)

State	1955	1956					First 11 months		Percent change, 1st 11 mos. 1955-56
	Nov.	July	Aug.	Sept.	Oct.	Nov.	1955	1956	
ALL STATES	**70,150**	**81,296**	**86,039**	**70,424**	**79,291**	**61,223**	**1,090,728**	**893,513**	**-18**
Metropolitan areas	**53,906**	**61,626**	**65,944**	**53,229**	**60,421**	**45,536**	**863,772**	**683,143**	**-21**
Nonmetropolitan areas	**16,244**	**19,670**	**20,095**	**17,195**	**18,870**	**15,687**	**226,956**	**210,370**	**- 7**
Alabama	701	1,029	1,047	1,192	882	935	12,677	11,453	-10
Arizona	949	1,015	966	814	1,146	1,198	12,757	11,387	-11
Arkansas	309	327	282	242	354	333	3,971	3,498	-12
California	12,855	15,009	16,865	11,247	14,218	12,622	200,874	166,873	-17
Colorado	1,413	1,059	1,231	1,014	1,225	910	19,084	13,893	-27
Connecticut	1,160	1,595	1,773	1,345	1,616	1,245	16,845	16,417	- 3
Delaware	203	190	423	240	579	139	4,009	3,090	-23
District of Columbia	97	107	198	749	689	29	2,702	2,746	+ 2
Florida	3,840	4,672	5,161	4,464	5,626	4,864	49,276	54,032	+10
Georgia	1,179	1,469	1,601	1,113	1,173	1,007	18,648	15,559	-17
Idaho	113	126	184	134	201	115	1,818	1,535	-16
Illinois	4,054	4,954	5,336	4,299	4,891	3,537	65,198	55,209	-15
Indiana	1,084	1,782	1,836	1,664	1,690	1,343	20,236	18,908	- 7
Iowa	673	734	634	540	513	485	9,318	7,579	-19
Kansas	578	659	647	613	709	553	9,865	7,888	-20
Kentucky	903	1,099	718	663	536	458	12,185	8,358	-31
Louisiana	1,070	995	1,157	877	982	701	13,727	10,901	-21
Maine	88	158	171	122	133	86	1,405	1,353	- 4
Maryland	1,942	2,078	1,911	1,421	2,104	1,164	28,687	21,194	-26
Massachusetts	1,592	1,986	2,175	1,781	1,987	1,514	23,860	21,576	-10
Michigan	3,680	4,382	4,854	4,294	3,916	2,729	59,277	46,968	-21
Minnesota	1,189	1,571	1,616	1,789	1,339	895	18,148	15,211	-16
Mississippi	262	217	262	198	218	183	3,488	2,748	-21
Missouri	869	1,007	1,248	1,210	1,086	677	16,429	12,765	-22
Montana	78	157	142	169	130	126	1,958	1,616	-17
Nebraska	367	416	450	336	329	260	5,627	4,376	-22
Nevada	467	100	111	112	150	183	3,774	2,166	-43
New Hampshire	167	236	253	167	238	161	2,142	1,949	- 9
New Jersey	3,431	4,092	3,586	3,116	4,081	2,795	50,508	41,307	-18
New Mexico	299	468	428	543	372	405	5,972	4,418	-26
New York	5,231	5,758	6,572	5,902	6,437	4,772	89,103	70,457	-21
North Carolina	815	931	794	778	651	702	12,446	10,031	-19
North Dakota	63	174	189	160	190	100	1,623	1,565	- 4
Ohio	3,422	5,547	5,284	3,936	4,753	2,912	58,373	49,181	-16
Oklahoma	463	658	652	522	436	416	9,224	6,755	-27
Oregon	365	579	570	497	470	355	7,319	6,308	-14
Pennsylvania	2,834	2,703	2,560	2,309	2,196	2,164	43,027	31,309	-27
Rhode Island	335	293	340	226	270	252	3,294	2,896	-12
South Carolina	380	287	326	257	350	257	5,060	3,754	-26
South Dakota	118	162	175	144	130	85	2,270	1,507	-34
Tennessee	940	1,032	980	743	847	647	16,147	10,938	-32
Texas	4,387	3,753	4,250	3,180	3,503	2,690	65,553	43,138	-34
Utah	586	448	476	730	382	387	7,193	6,212	-14
Vermont	27	34	44	21	52	35	331	343	+ 4
Virginia	1,791	2,003	2,111	1,645	2,263	1,153	30,766	24,546	-20
Washington	1,008	1,221	1,346	1,064	1,142	1,043	19,969	14,368	-28
West Virginia	208	303	314	316	253	176	3,058	2,942	- 4
Wisconsin	1,514	1,650	1,692	1,450	1,774	1,377	20,334	19,303	- 5
Wyoming	51	71	98	76	79	48	1,173	987	-16

Source: Department of Labor.

Table C-7: Building Permit Activity: Valuation, in Selected Metropolitan Areas

(Millions of dollars)

Metropolitan area	1955	1956					First 11 months		Percent change, 1st 11 mos. 1955-56
	Nov.	July	Aug.	Sept.	Oct.	Nov.	1955	1956	
Atlanta, Ga.	10.4	11.4	13.8	12.0	12.1	9.5	162.6	134.1	-18
Baltimore, Md.	18.5	15.7	29.5	14.0	19.7	17.4	245.8	208.7	-15
Birmingham, Ala.	6.4	6.9	4.8	4.3	5.3	6.3	67.7	65.8	- 3
Boston, Mass.	15.0	29.3	18.6	22.6	23.0	24.3	226.2	236.9	+ 5
Buffalo, N. Y.	11.2	17.1	18.1	13.2	20.5	10.0	156.4	161.5	+ 3
Chicago, Ill.	72.4	107.5	103.9	93.1	103.8	86.5	1,064.9	1,122.5	+ 5
Cleveland, Ohio	27.4	47.4	39.3	21.5	34.2	23.1	344.4	365.9	+ 6
Columbus, Ohio	10.4	15.1	12.4	9.5	13.2	7.2	142.0	127.6	-10
Denver, Colo.	13.2	9.7	12.7	10.2	20.9	11.3	159.7	150.0	- 6
Detroit, Mich.	45.8	58.8	69.7	45.8	80.1	38.4	716.0	662.0	- 8
Indianapolis, Ind.	5.4	9.3	21.6	8.1	15.3	8.8	99.1	123.2	+24
Los Angeles, Calif.	88.9	146.4	148.7	94.6	126.0	117.8	1,438.8	1,476.0	+ 3
Memphis, Tenn.	5.6	7.3	3.5	5.1	4.8	9.2	72.7	65.2	-10
Miami, Fla.	16.9	24.6	26.5	18.3	25.7	16.7	243.2	249.1	+ 2
Milwaukee, Wis.	13.6	16.3	17.3	13.7	15.1	12.2	166.9	172.7	+ 3
New York-Northeastern New Jersey	120.5	112.7	132.2	128.1	122.8	100.9	1,461.5	1,432.2	- 2
Norfolk-Portsmouth, Va.	4.9	6.0	5.0	5.8	8.2	4.3	62.6	73.1	+17
Phoenix, Ariz.	8.1	9.8	11.7	8.1	13.5	10.8	99.0	116.6	+18
Rochester, N. Y.	8.4	7.8	8.6	9.7	5.6	4.6	80.2	66.7	-17
Salt Lake City, Utah	4.8	5.0	7.9	9.5	4.9	4.7	58.1	66.8	+15
San Diego, Calif.	13.5	15.7	14.6	13.1	27.2	18.2	155.2	182.9	+18
San Francisco-Oakland, Calif.	41.1	38.8	39.0	35.0	37.3	35.4	480.7	437.9	- 9
Seattle, Wash.	10.9	12.4	22.0	20.0	11.6	11.1	163.8	164.9	+ 1
Washington, D. C.	16.3	29.3	29.7	23.4	36.1	16.5	377.0	302.5	-20

Source: Department of Labor.

Table C-8: Building Permit Activity: Number of New Dwelling Units, in Selected Metropolitan Areas

(Housekeeping only)

Metropolitan area	1955	1956					First 11 months		Percent change, 1st 11 mos. 1955-56
	Nov.	July	Aug.	Sept.	Oct.	Nov.	1955	1956	
Atlanta, Ga.	643	895	944	667	666	640	10,969	9,042	-18
Baltimore, Md.	1,219	1,083	792	596	1,230	654	14,355	10,767	-25
Birmingham, Ala.	285	369	341	301	247	274	5,018	3,840	-23
Boston, Mass.	658	866	932	715	975	683	10,767	9,411	-13
Buffalo, N. Y.	520	878	930	652	1,339	491	10,509	9,450	-10
Chicago, Ill.	3,518	4,335	4,667	3,882	4,267	3,075	57,781	48,384	-16
Cleveland, Ohio	868	1,633	1,227	791	981	688	15,155	11,731	-23
Columbus, Ohio	348	736	685	515	864	380	7,249	6,637	- 8
Denver, Colo.	873	662	800	603	811	531	12,403	8,587	-31
Detroit, Mich.	2,515	2,784	3,232	2,230	2,451	1,731	38,797	30,101	-22
Indianapolis, Ind.	341	520	594	587	511	500	5,770	5,283	- 8
Los Angeles, Calif.	4,632	7,378	8,467	5,192	7,236	6,031	97,945	84,018	-14
Memphis, Tenn.	409	305	281	242	337	232	6,652	3,668	-45
Miami, Fla.	1,021	1,205	1,356	1,425	1,735	1,262	15,429	15,965	+ 3
Milwaukee, Wis.	589	497	711	510	691	650	7,793	7,935	+ 2
New York-Northeastern New Jersey	5,309	5,838	6,491	6,033	6,483	4,918	91,567	72,587	-21
Norfolk-Portsmouth, Va.	334	275	428	245	407	219	5,521	4,376	-21
Phoenix, Ariz.	720	653	667	508	892	840	9,356	7,872	-16
Rochester, N. Y.	291	312	468	323	229	189	4,482	3,088	-31
Salt Lake City, Utah	386	209	207	527	175	254	3,995	3,479	-13
San Diego, Calif.	897	1,044	1,005	981	1,290	1,407	10,646	12,152	+14
San Francisco-Oakland, Calif.	1,946	1,934	2,087	1,457	1,752	1,271	30,547	20,861	-32
Seattle, Wash.	519	531	637	543	476	428	9,412	6,613	-30
Washington, D. C.	953	1,421	1,547	1,660	1,565	515	21,487	15,943	-26

Source: Department of Labor.

Table C-9: Building Permit Activity: Valuation in Selected Metropolitan Areas by Type of Building Construction

November 1956 *(Thousands of dollars)*

Type of building construction	Atlanta, Ga.	Baltimore, Md.	Birmingham, Ala.	Boston, Mass.	Buffalo, N. Y.	Chicago, Ill.	Cleveland, Ohio	Columbus, Ohio
All building construction [1]	9,481	17,372	6,297	24,279	10,048	86,508	23,056	7,181
New dwelling units [2]	5,604	7,789	2,353	8,206	5,606	46,167	12,314	4,691
New nonresidential building	3,052	8,168	3,078	14,031	3,273	34,665	8,923	1,510
Commercial buildings	2,213	2,850	920	6,833	598	5,545	2,404	675
Amusement buildings	145	8	78	810	11	244	316	41
Commercial garages	133	912	0	370	12	109	31	17
Gasoline and service stations	76	175	151	45	50	464	284	96
Office buildings	215	1,180	136	4,650	33	797	157	318
Stores and other mercantile bldgs.	1,644	576	555	957	492	3,931	1,616	202
Community buildings	633	2,263	1,448	5,285	751	8,995	835	161
Educational buildings	535	2,124	1,274	2,285	150	6,171	400	0
Institutional buildings	98	0	0	3,000	0	603	0	0
Religious buildings	0	139	174	0	601	2,222	435	161
Garages, private residential	21	48	26	160	222	1,851	365	129
Industrial buildings	0	959	454	1,270	727	15,055	5,227	524
Public buildings	0	1,948	87	0	0	0	27	0
Public utilities buildings	175	0	44	463	120	2,958	41	6
All other nonresidential buildings	10	100	98	20	855	261	25	15
Additions, alterations, and repairs	824	1,415	860	2,041	1,096	5,548	1,762	976

Type of building construction	Denver, Colo.	Detroit, Mich.	Indianapolis, Ind.	Los Angeles, Calif.	Memphis, Tenn.	Miami, Fla.	Milwaukee, Wis.	New York-Northeastern New Jersey
All building construction [1]	11,326	38,398	8,762	117,799	9,160	16,675	12,166	100,941
New dwelling units [2]	5,810	21,525	5,121	63,604	1,395	10,456	8,109	56,783
New nonresidential building	2,891	11,411	3,285	39,996	6,563	3,729	3,015	35,163
Commercial buildings	1,126	3,930	384	12,684	966	1,774	757	15,022
Amusement buildings	0	372	225	480	0	15	60	425
Commercial garages	45	81	6	103	0	0	0	264
Gasoline and service stations	22	439	125	566	0	141	239	911
Office buildings	665	407	14	5,808	966	134	259	9,280
Stores and other mercantile bldgs.	393	2,632	15	5,727	0	1,484	200	4,142
Community buildings	919	3,861	1,750	8,856	534	541	1,690	4,689
Educational buildings	199	3,211	1,000	6,077	468	320	1,690	2,389
Institutional buildings	313	27	0	707	0	157	0	471
Religious buildings	407	624	750	2,072	66	64	0	1,829
Garages, private residential	170	972	118	894	72	66	265	1,144
Industrial buildings	542	2,178	979	10,937	403	724	275	6,630
Public buildings	103	230	0	2,449	20	22	21	1,423
Public utilities buildings	0	71	13	545	4,467	92	3	743
All other nonresidential buildings	32	168	41	3,630	101	509	4	5,512
Additions, alterations, and repairs	2,323	5,120	357	13,952	1,201	2,490	1,043	8,658

Type of building construction	Norfolk-Portsmouth, Va.	Phoenix, Ariz.	Rochester, N. Y.	Salt Lake City, Utah	San Diego, Calif.	San Francisco-Oakland, Calif.	Seattle, Wash.	Washington, D. C.
All building construction [1]	4,297	10,784	4,623	4,680	18,175	35,393	11,109	16,494
New dwelling units [2]	1,601	5,670	2,492	3,152	14,388	15,583	5,399	7,238
New nonresidential building	1,751	4,418	1,857	1,261	2,396	15,586	4,573	7,084
Commercial buildings	186	688	644	1,129	576	6,049	662	1,367
Amusement buildings	1	0	74	0	9	3,960	100	24
Commercial garages	0	18	17	747	52	86	0	100
Gasoline and service stations	40	57	14	155	55	184	145	48
Office buildings	0	88	125	185	202	305	337	548
Stores and other mercantile bldgs.	145	525	415	41	260	1,514	81	646
Community buildings	760	2,336	835	0	367	4,197	2,303	3,624
Educational buildings	690	2,336	0	0	280	3,927	1,850	3,429
Institutional buildings	0	0	0	0	0	0	0	95
Religious buildings	70	0	835	0	87	270	453	100
Garages, private residential	31	15	72	34	228	175	65	45
Industrial buildings	237	891	247	90	177	3,696	1,410	584
Public buildings	0	349	0	0	262	570	0	784
Public utilities buildings	536	13	0	0	641	193	30	626
All other nonresidential buildings	3	126	58	9	145	707	103	54
Additions, alterations, and repairs	900	678	273	266	1,348	4,010	861	2,165

Source: Department of Labor. [1] Includes new nonhousekeeping residential building, not shown separately. [2] Housekeeping only.

Part D--Contract Awards

Table D-1: Contract Awards: Public Construction, by Ownership and Type of Construction [1]

Ownership and type of construction [2]	Value (*in millions of dollars*)									Percent change, year 1955-56
	1955	1956						Year		
	Dec.	July *	Aug. *	Sept. *	Oct. *	Nov. *	Dec.	1955	1956	
ALL PUBLIC CONSTRUCTION	**936.7**	**1,093.8**	**836.4**	**751.9**	**830.1**	**769.6**	**807.7**	**9,099.9**	**10,314.5**	**+13**
FEDERALLY OWNED	**185.2**	**178.5**	**111.6**	**116.3**	**143.5**	**119.0**	**160.1**	**1,556.0**	**1,972.3**	**+27**
Residential building	33.5	.4	1.0	1.8	.5	1.2	3.6	61.4	63.0	+ 3
Nonresidential building	81.9	46.3	63.9	37.4	97.6	57.3	50.8	885.5	909.4	+ 3
Educational	10.9	2.3	.7	.3	6.7	.9	1.4	21.6	23.7	+10
Hospital and institutional	.7	3.4	1.7	.5	6.8	.5	1.1	77.5	43.9	-43
Administrative and general	6.2	6.3	3.5	4.1	5.1	3.0	3.8	66.7	87.3	+31
Other nonresidential building	64.1	34.3	58.0	32.5	79.0	52.9	44.5	719.7	754.5	+ 5
Airfield building	4.9	4.1	3.9	5.6	1.8	6.4	3.0	103.8	72.1	-31
Industrial	32.8	14.1	43.1	10.5	46.6	22.6	16.3	333.9	338.4	+ 1
Troop housing	6.3	6.1	1.8	7.2	20.3	4.7	11.7	54.1	122.7	+127
Warehouses	4.7	4.5	1.6	3.8	2.0	1.2	3.6	84.0	63.2	-25
All other	15.4	5.5	7.6	5.4	8.3	18.0	9.9	143.9	158.1	+10
Airfields	24.6	6.1	7.5	5.2	4.7	21.6	28.0	157.4	155.7	- 1
Conservation and development	23.8	54.8	22.6	55.7	27.9	26.5	62.6	271.9	511.0	+88
Highway	3.8	8.6	5.8	10.0	9.3	8.8	7.1	58.5	91.9	+57
Electric power	8.9	58.3	2.9	1.6	1.6	2.1	3.9	43.5	177.5	(3)
All other federally owned	8.7	4.0	7.9	4.6	1.9	1.5	4.1	77.8	63.8	-18
STATE AND LOCALLY OWNED	**751.5**	**915.3**	**724.8**	**635.6**	**686.6**	**650.6**	**647.6**	**7,543.9**	**8,342.2**	**+11**
Residential building	11.7	21.4	12.3	31.7	23.0	17.6	13.8	210.1	253.2	+21
Nonresidential building	286.7	284.4	286.7	260.0	253.4	253.7	272.3	2,851.4	3,210.2	+13
Educational	236.1	199.2	192.9	173.7	175.0	189.3	211.5	2,107.2	2,289.0	+ 9
Hospital and institutional	13.4	24.2	15.6	43.6	28.8	15.5	14.0	195.3	286.3	+47
Administrative and general	23.2	26.1	54.2	16.1	27.7	21.0	22.9	263.0	320.8	+22
Other nonresidential building	14.0	34.9	24.0	26.6	21.9	27.9	23.9	285.9	314.1	+10
Highway	320.7	349.3	271.9	223.6	269.1	278.1	240.5	2,933.5	3,211.6	+ 9
Sewerage systems	53.2	49.3	74.9	54.7	50.3	36.2	49.1	501.9	658.9	+31
Water supply facilities	35.2	76.2	28.9	29.9	43.4	29.0	31.7	393.6	441.1	+12
Utilities	32.4	118.2	30.2	20.9	28.4	28.6	33.6	433.8	402.6	- 7
Electric power	11.9	103.6	15.1	9.0	17.8	17.9	11.2	247.4	227.2	- 8
Other utilities	20.5	14.6	15.1	11.9	10.6	10.7	22.4	186.4	175.4	- 6
All other State and locally owned	11.6	16.5	19.9	14.8	19.0	7.4	6.6	129.6	164.6	+27

Source: Departments of Commerce and Labor. * Includes revisions in federally owned components. [1] Includes major force-account projects started, principally by TVA and State highway departments. [2] Types not shown separately are included in the appropriate "other" category. [3] Percent increase exceeds 300.

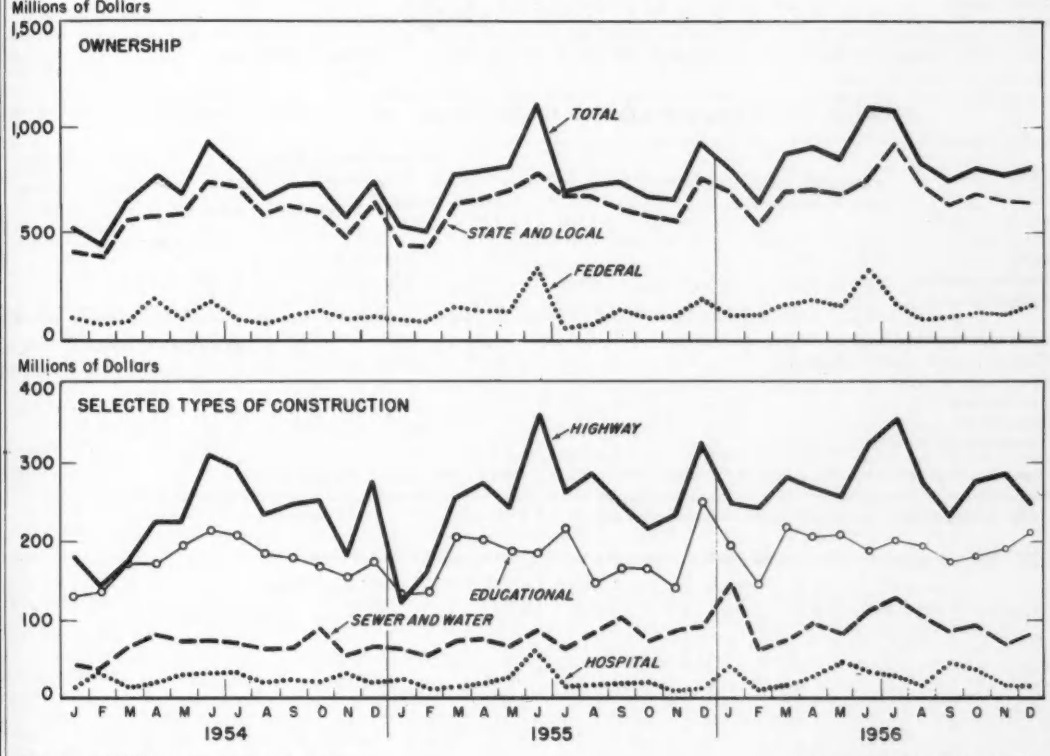
Table D-2: Contract Awards: Highway Construction, by Ownership, Source of Funds, and Type of Facility [1]

Ownership, source of funds, and type of facility	Value (*in millions of dollars*)									Percent change, year 1955-56
	1955	1956						Year		
	Dec.	July *	Aug. *	Sept. *	Oct. *	Nov. *	Dec.	1955	1956	
ALL HIGHWAY CONSTRUCTION	**324.5**	**357.9**	**277.7**	**233.6**	**278.4**	**286.9**	**247.5**	**2,992.0**	**3,303.4**	**+10**
FEDERALLY OWNED	**3.8**	**8.6**	**5.8**	**10.0**	**9.3**	**8.8**	**7.1**	**58.5**	**91.9**	**+57**
STATE OWNED	**301.5**	**280.4**	**224.0**	**174.9**	**222.2**	**239.2**	**207.7**	**2,559.8**	**2,718.2**	**+ 6**
Federally aided projects:										
Total value	115.4	149.6	155.4	123.5	157.5	197.5	159.5	1,256.1	1,737.1	+38
Federal funds	62.2	73.8	85.3	68.7	95.2	128.2	100.3	667.4	962.8	+44
Independent State projects:										
Total value	186.1	130.8	68.6	51.4	64.7	41.7	48.2	1,303.7	981.1	-25
Toll facilities	141.5	50.6	10.8	3.0	18.3	9.8	17.4	694.9	335.4	-52
LOCALLY OWNED [2]	19.2	68.9	47.9	48.7	46.9	38.9	32.7	373.7	493.3	+32

Source: Departments of Commerce and Labor. * See asterisk note to table D-1 above. [1] Includes force-account work started on Federal and State projects. [2] By municipalities and counties.

Chart 7.

Contracts Awarded on Public Construction



SOURCE: DEPARTMENT OF COMMERCE AND LABOR.

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Table D-3: Value of Construction Contract Awards Reported by the F. W. Dodge Corporation

Type of construction	Value *(in millions of dollars)*		Percent change, January 1956-57
	January 1957	January 1956	
TOTAL	**2,300**	**2,221**	**+ 4**
Building construction	1,731	1,597	+ 8
Residential	817	808	+ 1
Nonresidential	914	789	+16
Engineering	569	624	- 9
Public works	400	448	-11
Utilities	169	176	- 4

Source: Table compiled by Department of Commerce from data published by the F. W. Dodge Corporation.

Table D-4: Value of Construction Contract Awards Reported by the Engineering News-Record[1]

Ownership and type of construction	Value *(in millions of dollars)*				Percent change
	January 1957[2]	February 1957[3]	12 months ending-- February 1957	12 months ending-- February 1956	12 months ending in February, 1956-57
TOTAL	**1,664**	**1,436**	**20,668**	**20,047**	**+ 3**
Privately owned	**773**	**825**	**12,455**	**12,535**	**- 1**
Publicly owned	**891**	**611**	**8,213**	**7,512**	**+ 9**
Private industrial buildings	340	352	5,222	3,286	+59
Buildings, except private industrial	649	520	8,790	10,458	-16
Highways and bridges	330	244	3,155	2,809	+12
Sewer systems	58	13	505	487	+ 4
Water systems	16	39	360	313	+15
Unclassified and all other	271	268	2,636	2,694	- 2

Source: Table compiled by Department of Commerce from data published by the Engineering News-Record. [1] Includes only those projects with contract values above the following minimum sizes: Water supply, earthwork, and waterways--$44,000; other public works--$73,000; industrial buildings--$93,000; other buildings--$344,000. [2] Five weeks. [3] Four weeks.

NOTE: For a description of the series given in tables D-3 and D-4 above, see Technical Note, p. 16.

Table E-1: Construction Cost Indexes

Compiler and coverage	Indexes (1947-49 = 100)									Percent change, Jan. 1956-57
	1956					1957	1954	1955	1956	
	Aug.	Sept.	Oct.	Nov.	Dec.	Jan.	Jan.	Jan.	Jan.	
American Appraisal Company	136.4	136.6	136.6	137.0	137.7	138.1	124.3	127.2	132.3	+ 4
Associated General Contractors	144.4	145.4	145.4	145.4	145.4	146.0	130.5	133.6	139.8	+ 4
E. H. Boeckh and Associates (20 city average):										
Residences	130.5	130.3	130.2	130.3	130.4	130.5	120.4	121.5	126.4	+ 3
Apartments, hotels, and office buildings	138.3	138.5	138.5	138.7	138.9	139.2	126.4	127.9	133.9	+ 4
Commercial and factory buildings	140.2	140.5	140.5	140.7	140.9	141.2	127.0	128.9	135.3	+ 4
Engineering News-Record (as of Feb. 1):										
Building	147.9	147.7	148.0	147.9	148.5	149.1	129.3	135.9	142.9	+ 4
Construction	155.6	155.4	155.4	155.4	156.3	157.1	135.7	142.4	150.2	+ 5
Department of Commerce composite [1]	132.4	132.5	132.5	132.6	132.8	133.0	121.4	122.3	127.1	+ 5

Source: Department of Commerce. [1] A composite of cost indexes representative of the major types of construction, weighted by the current relative importance of each type.

Table E-2: Indexes of Wholesale Prices of Building Materials, by Selected Classes

Commodity	Indexes (1947-49 = 100)								Percent change	
	1956					1957	Annual average		Year, 1955-56	Jan., 1956-57
	Jan.	Sept.	Oct.	Nov.	Dec.	Jan.	1955	1956		
ALL BUILDING MATERIALS [1]	**129.4**	**131.0**	**131.0**	**130.8**	**130.5**	**130.7**	**125.5**	**130.6**	**+ 4**	**+ 1**
LUMBER AND WOOD PRODUCTS:										
Lumber	127.6	125.2	123.6	123.1	122.4	122.6	124.4	127.2	+ 2	- 4
Douglas fir	133.9	125.2	122.7	122.0	120.0	121.5	130.5	129.9	(2)	- 9
Southern pine	117.0	119.0	119.0	118.8	119.1	117.8	115.2	119.2	+ 3	+ 1
Other softwoods	137.7	135.4	133.3	133.0	132.2	133.5	136.8	137.4	(2)	- 3
Hardwoods	124.5	125.5	123.7	123.2	123.1	122.3	118.4	125.9	+ 6	- 2
Millwork	129.2	129.2	128.6	128.5	128.5	128.8	128.7	129.1	(2)	(2)
Plywood	107.5	99.2	96.1	94.8	94.6	97.1	105.4	101.7	- 4	-10
Softwood	112.1	95.4	90.2	87.7	87.3	92.1	110.3	100.8	- 9	-18
Hardwood	105.0	105.2	104.2	104.2	104.2	104.2	102.6	104.7	+ 2	- 1
PAINT AND PAINT MATERIALS:										
Prepared paint	117.0	119.1	122.4	123.6	124.1	124.1	114.5	120.0	+ 5	+ 6
Paint materials	98.6	97.9	98.8	99.4	99.5	99.0	96.8	99.6	+ 3	(2)
METAL PRODUCTS:										
Structural shapes	157.5	170.5	170.5	170.5	170.5	179.1	151.9	162.9	+ 7	+14
Hardware, finish	143.4	150.2	150.2	150.2	150.2	148.5	140.7	147.7	+ 5	+ 4
Plumbing equipment	133.1	133.9	133.9	133.9	133.9	133.4	125.4	133.9	+ 7	(2)
Enameled iron fixtures	131.9	125.3	125.3	125.3	125.3	125.3	130.3	126.9	- 3	- 5
Vitreous china fixtures	124.1	124.2	124.2	124.2	124.2	124.1	118.9	124.2	+ 4	0
Brass fittings	138.1	142.6	142.6	142.6	142.6	142.6	126.5	141.6	+12	+ 3
Heating equipment	117.3	121.0	121.9	122.0	122.1	122.3	115.0	119.0	+ 3	+ 4
Furnaces	123.8	130.3	130.3	130.3	130.6	129.8	121.3	126.3	+ 4	+ 5
Water heaters	108.9	108.3	108.4	108.4	107.9	109.1	109.1	107.8	- 1	(2)
Metal sash	146.3	148.3	148.3	148.3	148.3	144.4	139.4	145.6	+ 4	- 1
NONMETALLIC MINERAL PRODUCTS:										
Glass, plate	137.5	145.7	145.7	145.7	145.7	145.7	134.7	141.6	+ 5	+ 6
Glass, window	138.8	145.9	145.9	145.9	145.9	145.9	136.9	142.4	+ 4	+ 5
Concrete ingredients	129.7	130.7	131.6	131.6	131.7	134.5	124.8	130.6	+ 5	+ 4
Portland cement	138.5	139.8	141.4	141.4	141.4	145.9	131.4	139.7	+ 6	+ 5
Concrete products	121.1	124.8	125.0	125.3	125.3	125.6	118.6	123.0	+ 4	+ 4
Structural clay products	145.3	150.1	150.1	150.3	150.4	150.5	140.1	148.0	+ 6	+ 4
Gypsum products	127.1	127.1	127.1	127.1	127.1	127.1	122.1	127.1	+ 4	0
Asphalt roofing	99.6	117.5	117.5	114.4	114.4	111.2	106.1	111.7	+ 5	+12
Insulation materials	105.7	100.3	100.3	100.3	100.3	100.3	106.6	101.5	- 5	- 5
MISCELLANEOUS PRODUCTS:										
Building board	133.3	138.1	138.1	138.1	138.1	141.1	130.9	136.9	+ 5	+ 6
Kitchen cabinets, metal	136.5	138.7	142.0	142.0	142.0	142.0	131.7	138.1	+ 5	+ 4

Source: Department of Labor. [1] Includes items not shown separately. [2] Change of less than one-half of 1 percent.

Table E-3: Wholesale Prices of Selected Building Materials

Commodity	Unit	1956		1955
		Dec.	Nov.	Dec.
LUMBER				
Douglas fir:				
Dimension, construction, 25% No. 2, green, S4S, 2"x4", R. L., mixed c/l, f.o.b. mill	*M bd. ft.*	$64.695	$67.109	$72.891
Boards, construction, 25% No. 2, green, S4S, R. L., 1"x8", loose, mixed c/l of boards and dimension, f.o.b. mill	*M bd. ft.*	60.123	61.397	67.155
Timbers, construction, 8"x8" to 12"x12", R. L., green, f.o.b. mill	*M bd. ft.*	77.336	78.162	82.304
Southern pine:				
Dimension, No. 2 and better, 2"x4"x16', dry, S.L., S4S, f.o.b. mill	*M bd. ft.*	86.438	86.010	83.258
Boards, No. 2 and better, 1"x6", dry, R.L., S4S, f.o.b. mill	*M bd. ft.*	82.062	81.794	80.679
Ponderosa pine boards, No. 3 common, 1"x8", R.L., S2 or 4S, c/l or mixed cars, f.o.b. mill	*M bd. ft.*	71.460	70.100	78.830
Oak, red, flooring, plain, 25/32" thick, 2-1/4" face, select, f.o.b. mill	*M bd. ft.*	185.931	186.450	197.414
Maple flooring, 2d grade , 25/32" x2-1/4" face, f.o.b. mill	*M bd. ft.*	208.763	209.402	193.278
Poplar, plain, No. 2B common, 4/4", R.W., f.o.b. mill	*M bd. ft.*	60.000	60.000	56.000
Beech, No. 2 common, 4/4", R.W. & L., f.o.b. mill	*M bd. ft.*	56.000	56.000	52.000
MILLWORK				
Door, flush types, interior, hardwood face, premium grade, 2'6"x6'8"x1-3/8", f.o.b. factory carlot freight allowed, zone 1	*Each*	8.130	8.130	(1)
Door frame, ponderosa pine, exterior, 1-5/16" x2" casing, with sill, f.o.b. factory	*Each*	9.394	9.394	9.351
Window, ponderosa pine, 2-light, check rail, open, f.o.b. factory	*Each*	1.668	1.668	1.665
PLYWOOD				
Douglas fir, interior, grade A-D, 1/4"x48"x96", f.o.b. mill	*M sq. ft.*	63.695	63.695	81.738
Douglas fir, interior, grade C-D, 5/16" x48"x96", f.o.b. mill	*M sq. ft.*	55.469	56.089	64.005
BOARD				
Insulation, fiber, 1/2"x48"x96", interior, f.o.b. plant, freight equalized	*M sq. ft.*	57.500	57.500	55.500
PREPARED PAINT				
Emulsion, water-thinned, inside, delivered	*Gallon*	2.657	2.657	2.437
Varnish, floor, first grade, delivered	*Gallon*	4.007	3.996	3.805
Enamel, white, gloss, first grade, delivered	*Gallon*	4.986	4.969	4.655
Inside, flat, white, first grade, delivered	*Gallon*	3.269	3.242	3.000
Outside, white, first grade, delivered	*Gallon*	4.662	4.651	4.369
METAL PRODUCTS				
Structural shapes, carbon steel, 6"x4"x1/2" angles, 30' long, ASTM spec. A-7, base quantity, f.o.b. mill	*100 lb.*	5.267	5.267	4.867
Bars, reinforcing, carbon steel, 3/4" rounds x 30' long with 10% shorts, spec. ASTM A-15, 50T, base quantity, f.o.b. mill	*100 lb.*	5.738	5.738	5.313
Sheets, galvanized, carbon steel, 24 gage x 30" wide x 96" long, commercial coating, base chemistry, base packaging, base quantity, f.o.b. mill	*100 lb*	8.220	8.220	7.690
Pipe, standard, black, carbon steel, buttweld, threaded and coupled, 1-1/4" nominal, random lengths, wt. 228 lbs., f.o.b. mill	*100 ft.*	18.376	18.376	16.491
Pipe, standard, galvanized, carbon steel, buttweld, threaded and coupled, 1-1/4" nominal, random lengths, wt. 228 lbs., f.o.b. mill	*100 ft.*	22.516	22.516	20.134
Nails, wire, carbon steel, 8-penny, common, c/l, f.o.b. mill	*100 lb. keg*	9.365	9.365	8.595
Soil pipe, cast iron, 2" to 6", single and double hub, service pipe, extra heavy, f.o.b. foundry, index number (1947-49 = 100)	*Ton*	(113.4)	(114.5)	(111.3)
Aluminum sheets, 3003-H14, hard alloy, mill finish, 0.64"x48"x144", 30,000 lbs. or over, f.o.b. shipping point, freight allowed	*Pound*	$0.427	$0.427	$0.393
Copper water tubing, type L, 3/4" size, 0.045" thick, 2,000 ft. or more in 60' coils (0.455 lbs. per linear ft.), f.o.b. mill, freight allowed	*Foot*	.305	.297	.323
Wire, building, type R, size 12, single braid, f.o.b. destination, or freight prepaid on specified amounts	*M ft.*	20.881	20.881	17.510
Screening, insect, bronze wire, 18x14 mesh, 30" wide, c/l, f.o.b. factory	*Linear ft. roll*	30.680	30.680	30.780
PLUMBING EQUIPMENT				
Bath tub, enameled iron, 5', recessed, f.o.b. factory, freight allowed	*Each*	55.113	55.113	55.113
Lavatory, enameled iron, 20"x18", f.o.b. plant, freight allowed	*Each*	13.497	13.497	13.500
Water closet, vitreous china, close coupled, reverse trap, f.o.b. plant, freight allowed	*Each*	24.663	24.682	24.661
Sink, enameled steel, 32"x21", flat rim, 2-compartment, acid resisting, without drainboard, f.o.b. plant, freight allowed	*Each*	15.687	15.687	16.634

See footnotes at end of table.

Table E-3: Wholesale Prices of Selected Building Materials--Continued

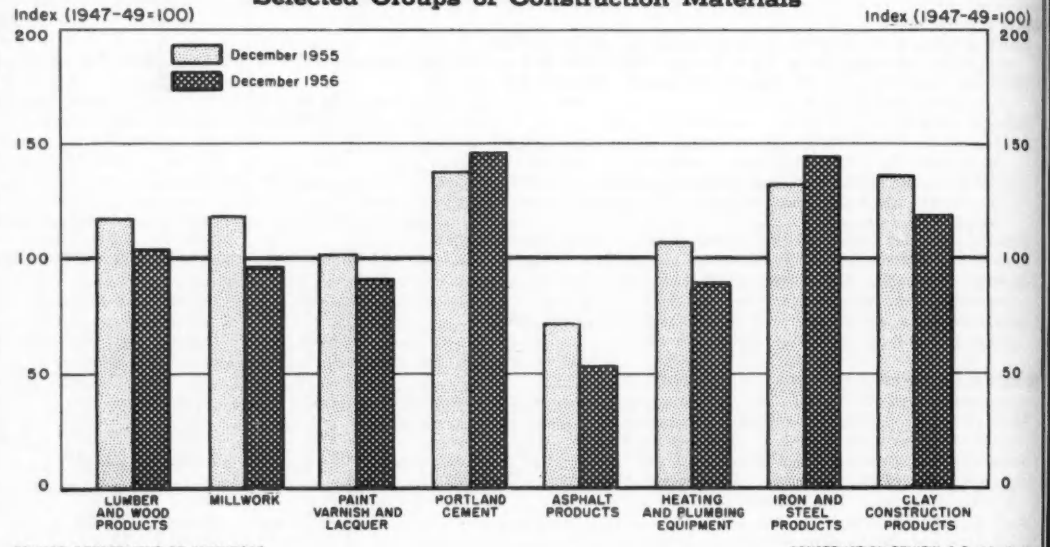
Commodity	Unit	1956		1955
		Dec.	Nov.	Dec.
HEATING EQUIPMENT				
Boiler, heating, steel, oil fired, steam rating 400 sq. ft., less burner, with jacket and standard trim, f.o.b. factory, freight allowed	*Each*	$193.570	$193.570	$186.122
Convector, nonferrous, free standing, average steam rating 43 sq. ft., E.D.R., f.o.b. factory, freight allowance	*Sq. ft., incl. enclosure*	.454	.454	.447
Furnace, warm air:				
Steel, oil fired, forced air, gun-type burner, average bonnet output 90,000-115,000 BTU per hr., f.o.b. factory, freight allowance	*Each*	250.019	250.019	247.575
Steel, gas fired, standard automatic controls, average input rating 85,000-110,000 BTU per hr., enclosing jacket, f.o.b. factory, freight allowance	*Each*	174.334	174.334	166.051
Furnace, floor, gas fired, floor grill, average input rating 40,000-60,000 BTU per hr., manual controls, f.o.b. factory	*Each*	57.541	57.541	56.392
Oil burner, mechanical forced draft (gun-type), 2-1/2 gal. per hr., thermostat, limit and stack controls, f.o.b. factory	*Each*	101.171	106.181	100.620
Water heater, gas, automatic, 30-gal. storage tank, galvanized steel, 1-year guarantee, f.o.b. factory, freight allowed	*Each*	41.640	41.640	40.954
NONMETALLIC MINERAL PRODUCTS				
Sand, construction, f.o.b. plant	*Ton*	1.244	1.232	1.199
Gravel, for concrete, 1-1/2" maximum, f.o.b. plant	*Ton*	1.531	1.517	1.443
Crushed stone, for concrete, 1-1/2" maximum, f.o.b. plant	*Ton*	1.614	1.614	1.610
Block, concrete, lightweight aggregate, 8"x8"x16", f.o.b. plant	*Each*	.183	.183	.177
Pipe, concrete, culvert, reinforced, 24" diameter, ASTM spec. C76-41 table 1, 3" wall thickness, 3'-8' lengths, delivered	*Foot*	4.126	4.126	3.910
Brick, building, f.o.b. plant	*Thousand*	30.863	30.718	30.018
Brick, face, red, first quality, textured, f.o.b. plant	*Thousand*	39.998	39.998	38.415
Tile, clay, partition, scored, 4"x12"x12", 3-cell, 16 lbs., f.o.b. plant	*Thousand*	134.556	134.556	130.431
Sewer pipe, vitrified clay, 8" diameter, 3' lengths, standard strength, f.o.b. plant	*Foot*	.530	.530	.504
Lath, gypsum, 3/8"x16"x48", f.o.b. plant, freight equalized	*M sq. ft.*	24.990	24.990	24.010
Wallboard, gypsum, 3/8"x48", varying lengths, f.o.b. plant, freight equalized	*M sq. ft.*	32.830	32.830	31.850
Plaster, gypsum, base coat, f.o.b. plant, freight equalized	*Ton*	15.928	15.928	14.948
Shingles, asphalt, strip, 210 lbs., f.o.b. factory, freight allowance	*Square*	5.754	5.754	5.025
Lime, hydrated, building, finishing, f.o.b. plant	*Ton*	21.378	21.183	19.972
Siding shingles, asbestos cement, f.o.b. plant, freight equalized	*Square*	11.111	11.111	10.306

Source: Department of Labor. [1] Not available.

(NOTE: Tables E-4 and E-5, Union Wage Scales in the Building Trades, are shown quarterly in the February, May, August, and November issues.)

Chart 8

Indexes of Materials Output
Selected Groups of Construction Materials



SOURCE: DEPARTMENT OF COMMERCE. CONSTRUCTION REVIEW C.D. 56-10-H

Table F-1: Construction Materials: Indexes of Output

(Monthly average 1947-49 = 100)

Materials group	Monthly Indexes												
	1955	1956									Annual average		
	Dec.	Apr.	May	June	July	Aug.	Sept.	Oct.	Nov.	Dec.	1954	1955	1956
Lumber and wood products	117.4	129.3	138.6	130.0	119.8	143.1	123.6	138.4	120.5	103.2	118.1	129.9	126.3
Millwork	118.0	144.8	145.1	139.5	115.9	159.5	136.8	145.9	122.4	96.0	132.0	151.8	134.8
Paint, varnish, and lacquer	*101.9	117.9	129.3	124.4	117.5	129.8	113.6	125.5	109.8	91.3	106.1	*117.1	117.2
Portland cement	138.0	156.3	177.1	172.1	176.5	179.8	171.3	173.8	154.8	146.1	135.2	147.9	157.7
Asphalt products	*75.7	80.8	113.6	119.8	121.1	127.6	118.0	128.0	88.1	53.1	103.1	*112.4	104.1
Heating and plumbing equipment	107.7	116.6	125.4	123.3	118.5	156.5	158.0	158.6	113.5	89.3	117.6	139.0	128.1
Iron and steel products	132.3	152.2	164.2	164.0	52.1	140.2	138.2	159.2	145.5	145.1	120.5	133.0	141.3
Clay construction products	136.4	137.6	146.5	147.3	145.9	155.3	139.0	151.1	137.3	119.1	115.9	136.2	140.9

Materials group	Quarterly Indexes						
	1956				Annual average		
	First quarter	Second quarter	Third quarter	Fourth quarter	1954	1955	1956
Gypsum products	187.6	188.6	157.3	145.2	151.6	177.1	159.7
Plumbing fixtures	140.6	137.4	116.8	96.2	107.0	*139.8	122.7

Source: Table compiled by the Department of Commerce from data reported by various Government agencies and by private firms shown in notes to the tables following in Part F. [1]Estimated. See table F-6, footnote 2. *Output indexes for 1955 have been revised for the three groups of construction materials shown below. The revised indexes replace those shown previously in Construction Review, and are as follows:

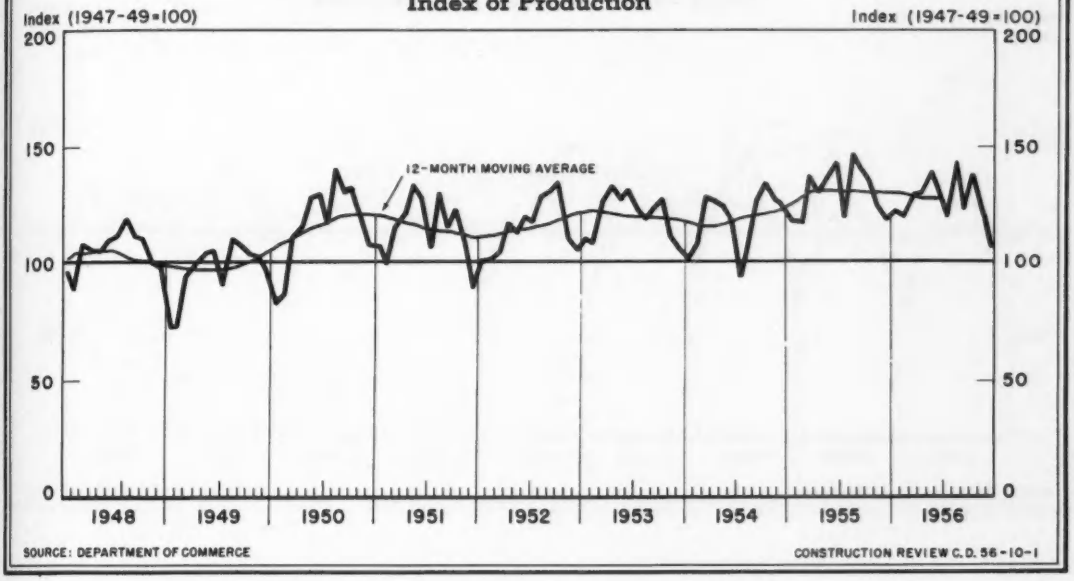
	1955											
	Jan.	Feb.	Mar.	Apr.	May	June	July	Aug.	Sept.	Oct.	Nov.	Dec.
Paint, varnish, & lacquer	101.9	101.2	128.4	126.6	131.6	140.3	113.3	124.8	119.7	108.6	107.3	101.9
Asphalt products	77.0	83.4	123.5	124.1	120.7	138.5	108.1	142.6	124.5	121.0	109.9	75.7

	First quarter	Second quarter	Third quarter	Fourth quarter
Plumbing fixtures	136.8	144.2	133.3	145.0

Chart 9.

Lumber and Wood Products

Index of Production



SOURCE: DEPARTMENT OF COMMERCE

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Table F-2: Lumber and Wood Products: Production, Shipments, and Stocks

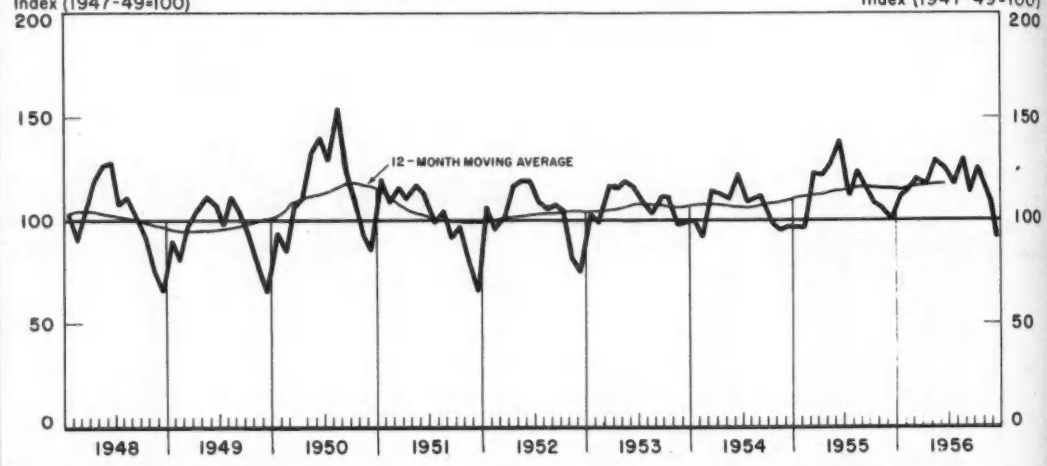
Period	Softwood lumber (*Million board feet*)			Hardwood flooring (*Thousand board feet*)			Douglas fir plywood (*Million square feet*)	Insulating boards (*Tons*)	Hardboard (*Tons*)
	Production	Shipments	Stocks*	Production	Shipments	Stocks*	Production		
1947-49 average	28,048	27,440	4,448	812,365	789,437	44,455	1,802	766,269	294,214
Year: 1954	29,296	29,798	5,275	1,145,118	1,139,091	68,425	3,825	1,005,244	464,868
1955	31,563	31,432	5,429	1,268,104	1,258,914	70,045	4,901	1,092,890	517,834
1956	30,003	29,259	--	1,166,446	1,170,010	--	5,191	1,118,867	551,118
12 months ending:									
August 1956	30,714	30,083	--	1,225,759	1,179,434	--	5,131	1,181,358	548,913
September 1956	30,332	29,627	--	1,207,451	1,157,342	--	5,120	1,172,381	550,426
October 1956	30,354	29,594	--	1,205,681	1,149,262	--	5,186	1,161,807	551,547
November 1956	30,280	29,482	--	1,189,626	1,134,264	--	5,208	1,145,275	552,008
1955: December	2,280	2,106	5,429	97,765	86,532	70,045	414	91,543	41,063
1956: January	2,305	2,227	5,495	100,999	94,957	76,187	448	91,924	49,731
February	2,289	2,288	5,486	97,393	93,162	81,877	443	93,920	44,164
March	2,483	2,593	5,380	102,516	99,491	88,249	470	105,377	46,777
April	2,541	2,620	5,311	97,788	94,970	83,056	447	103,267	47,380
May	2,796	2,780	5,327	108,891	104,107	87,890	432	106,204	49,185
June	2,665	2,603	5,392	100,955	98,374	88,216	372	104,092	46,603
July	2,434	2,438	5,388	91,105	90,591	87,593	355	99,354	44,078
August	2,880	2,707	5,561	106,847	102,807	93,916	476	101,804	47,548
September	2,489	2,300	5,730	91,030	88,493	95,235	412	84,494	44,179
October	2,750	2,572	5,910	104,175	96,829	102,681	494	88,386	46,476
November	2,368	2,248	6,023	90,162	83,951	108,792	445	74,910	44,824
December	2,003	1,883	6,143	74,585	69,278	108,992	397	65,135	40,173
	Percent change								
December, 1955-56	-12	-11	+13	-24	-20	+56	- 4	-29	- 2
Year, 1955-56	- 4	- 8	--	- 8	-11	--	+ 6	+ 2	+ 6

Source: Table compiled by Department of Commerce (BDSA) from data reported by the National Lumber Manufacturers Association, the Douglas Fir Plywood Association, and the Bureau of the Census. * As of end of period.

Chart. 10.

Paint, Varnish, and Lacquer

Index of Production for Trade Sales



SOURCE: DEPARTMENT OF COMMERCE. CONSTRUCTION REVIEW C.D. 56-10-J

Table F-3: Millwork Products, and Paint, Varnish, and Lacquer: Production

Period	Production (*Thousands of units*)				Production for trade sales (*Thousands of gallons*)
	Ponderosa pine doors	Hardwood doors	Sash	Exterior frames	Paint, varnish, & lacquer
1947-49 average	3,780	3,172	11,246	4,152	266,701
Year: 1954	2,285	5,940	11,054	5,791	282,979
1955	2,253	6,786	12,733	7,259	304,476
1956	2,035	6,404	10,551	5,679	312,539
12 months ending:					
August 1956	2,125	6,514	11,368	6,494	310,553
September 1956	2,093	6,422	11,249	6,260	309,555
October 1956	2,079	6,452	11,178	6,087	313,661
November 1956	2,047	6,448	10,832	5,848	314,539
1955: December	149	454	897	414	22,282
1956: January	166	480	873	442	24,954
February	189	561	896	463	25,423
March	182	625	771	460	26,768
April	168	618	738	476	26,197
May	176	572	913	535	28,738
June	164	534	844	569	27,650
July	127	445	758	465	26,105
August	203	559	1,222	685	28,855
September	170	529	1,018	479	25,257
October	192	558	1,103	508	27,903
November	161	513	799	352	24,407
December	137	410	616	245	20,282
	Percent change				
December, 1955-56	- 8	-10	-31	-41	- 9
Year, 1955-56	-10	- 6	-17	-22	+ 3

Source: Table compiled by Department of Commerce (BDSA) from data reported by the National Wood Work Manufacturers Association (whose data on ponderosa pine and hardwood doors, sash and exterior frames are only from member firms, and are not adjusted to represent full coverage), and the Bureau of the Census.

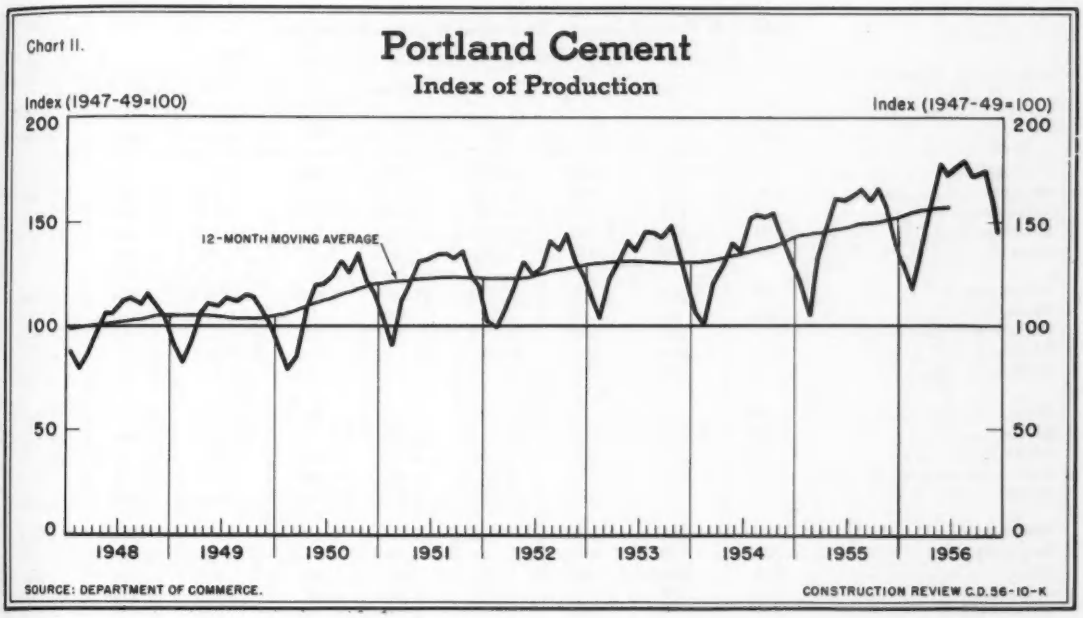


Table F-4: Portland Cement, and Asphalt and Gypsum Products: Production, Shipments, and Stocks

Period	Production (Thousands of barrels) Portland cement	Shipments (Thousands of barrels) Portland cement	Stocks* (Thousands of barrels) Portland cement	Shipments (Thousands of squares) Asphalt prepared roofing	Asphalt siding	Asphalt insulated brick siding	Asphalt and tar saturated felts	Shipments (Million square feet) Gypsum board[1]	Gypsum lath[1]
1947-49 average	200,607	199,306	11,922	61,252	3,365	2,811	17,087	2,478	2,075
Year: 1954	271,277	274,096	16,731	59,132	1,428	2,297	28,991	4,217	2,484
1955	296,829	296,275	17,536	62,582	1,288	2,194	34,629	4,911	2,926
1956	316,465	311,571	--	59,265	1,235	2,053	30,152	4,814	2,647
12 months ending:									
August 1956	311,319	306,918	--	60,637	1,250	2,139	32,137		
September 1956	313,004	307,226	--	60,297	1,241	2,094	32,163	5,057	2,865
October 1956	314,131	309,863	--	60,657	1,245	2,101	32,310		
November 1956	315,111	310,784	--	60,024	1,245	2,074	31,189		
1955: December	23,075	17,203	17,536	2,986	78	93	2,754	1,298	748
1956: January	21,440	13,500	25,456	3,188	83	94	1,798		
February	19,578	16,093	28,939	4,624	112	116	2,784	1,339	719
March	23,386	22,471	29,854	6,157	120	183	3,294		
April	26,134	27,261	28,675	3,951	64	151	1,742		
May	29,606	32,087	26,198	5,499	78	202	2,577	1,296	796
June	28,771	32,296	22,679	5,757	95	197	2,830		
July	29,498	31,598	20,585	5,800	101	206	2,844		
August	30,055	33,607	17,406	6,166	117	244	2,804	1,124	602
September	28,643	30,175	15,538	5,724	125	210	2,608		
October	29,051	31,587	12,996	6,161	148	236	2,839		
November	25,874	22,906	15,975	4,011	124	142	2,315	1,055	530
December	24,429	17,990	22,412	2,227	68	72	1,717		
	Percent change								
December, 1955-56	+ 6	+ 5	+28	-25	-13	-23	-38	[2] -19	[2] -29
Year, 1955-56	+ 7	+ 5	--	- 5	- 4	- 6	-13	- 2	-10

Source: Table compiled by Department of Commerce (BDSA) from data reported by the Department of Interior (Bureau of Mines), and the Bureau of the Census. * As of end of period. [1] Data reported on quarterly basis. [2] Change from same 1955 quarter.

Table F-5: Portland Cement: Destination of Shipments, by State

(Thousands of barrels)

State	1956			Calendar year			12 months ending--		
	Sept.	Oct.	Nov.	1953	1954	1955	Sept. 1956	Oct. 1956	Nov. 1956
Alabama	429	445	396	4,260	3,943	3,949	4,726	4,796	4,859
Arizona	201	232	189	2,433	2,215	2,337	2,558	2,593	2,608
Arkansas	164	174	120	1,762	1,894	2,519	1,849	1,863	1,838
California	2,993	3,405	2,883	27,737	28,528	31,553	33,872	34,639	35,110
Colorado	340	368	210	2,941	3,285	3,486	4,003	4,000	3,935
Connecticut	444	460	379	3,194	3,258	3,380	4,056	4,148	4,280
Delaware	118	98	72	902	910	1,097	1,120	1,112	1,101
District of Columbia	127	111	106	1,249	1,324	1,395	1,377	1,344	1,338
Florida	865	874	911	7,487	8,354	8,997	8,562	8,731	8,921
Georgia	422	566	496	4,644	4,441	5,198	5,670	5,744	5,796
Idaho	118	99	74	986	1,215	923	1,025	1,028	1,047
Illinois	1,660	1,838	1,069	13,439	14,973	14,670	16,487	16,804	16,649
Indiana	883	893	491	6,568	6,724	8,073	9,202	9,174	9,104
Iowa	730	667	259	4,941	5,863	5,883	6,862	6,824	6,767
Kansas	645	712	446	5,801	6,576	7,248	6,964	7,045	6,958
Kentucky	347	421	251	3,354	3,026	3,636	3,568	3,572	3,522
Louisiana	718	771	664	5,728	6,292	7,347	8,456	8,499	8,429
Maine	124	106	48	894	857	961	979	998	988
Maryland	508	499	454	4,676	4,447	4,882	5,775	5,704	5,761
Massachusetts	631	519	483	4,351	4,180	5,239	5,899	5,832	5,883
Michigan	1,924	1,999	1,116	12,716	13,076	13,991	15,629	16,149	16,269
Minnesota	553	515	255	4,968	5,500	5,838	5,642	5,524	5,494
Mississippi	179	152	149	1,696	1,732	1,972	1,985	1,966	1,971
Missouri	723	853	535	6,796	7,556	7,824	7,680	7,730	7,678
Montana	169	169	97	949	1,019	951	1,327	1,346	1,388
Nebraska	347	361	170	3,384	3,724	3,485	3,355	3,341	3,304
Nevada	48	42	38	618	842	737	664	645	634
New Hampshire	71	73	54	549	827	1,147	960	920	925
New Jersey	1,009	895	704	8,581	9,164	9,337	9,479	9,438	9,471
New Mexico	164	169	155	1,860	2,111	1,996	2,049	2,067	2,055
New York	2,237	2,188	1,492	19,134	20,290	19,399	19,859	20,026	20,328
North Carolina	388	359	384	3,715	4,009	4,414	4,371	4,347	4,373
North Dakota	180	120	32	1,148	1,161	1,150	1,309	1,274	1,276
Ohio	1,912	2,360	1,350	14,286	16,003	17,320	16,692	17,435	17,509
Oklahoma	422	479	464	4,158	4,364	4,785	4,706	4,774	4,814
Oregon	288	240	203	2,445	2,081	2,398	2,470	2,509	2,581
Pennsylvania	1,764	1,662	1,217	15,234	15,108	16,077	15,325	15,353	15,444
Rhode Island	83	74	63	857	685	822	822	814	823
South Carolina	174	188	193	2,217	1,993	2,461	2,404	2,361	2,343
South Dakota	193	171	60	1,246	1,116	1,221	1,365	1,363	1,368
Tennessee	466	556	384	4,856	4,683	5,088	5,102	5,125	5,044
Texas	1,623	1,860	1,678	16,158	19,081	20,781	20,825	20,864	20,893
Utah	228	211	139	1,343	1,508	1,835	2,023	2,018	2,024
Vermont	39	39	26	300	242	294	322	325	336
Virginia	480	422	425	4,701	4,474	4,801	5,460	5,387	5,386
Washington	465	450	334	5,413	5,684	5,656	4,696	4,592	4,671
West Virginia	212	205	149	1,921	2,379	2,053	1,936	1,930	1,922
Wisconsin	642	753	401	6,127	5,840	5,977	6,760	6,850	6,741
Wyoming	65	71	38	538	585	578	659	662	659

Source: Table compiled by Department of Commerce from data reported by Department of Interior (Bureau of Mines).

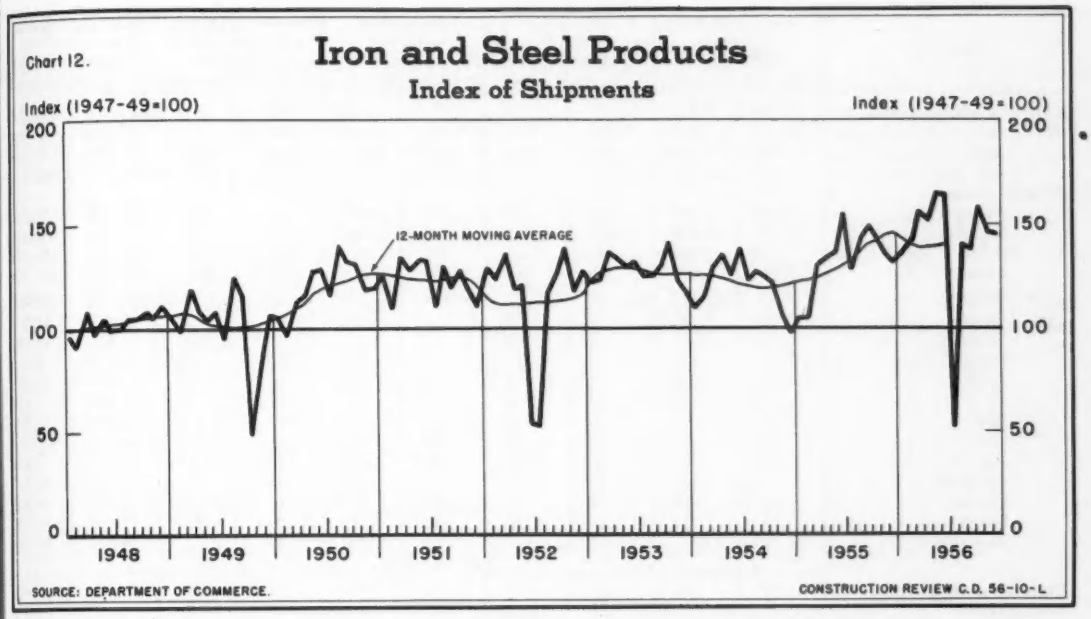


Table F-6: Iron and Steel Products: Shipments, Bookings, and Backlog

(Thousands of tons)

Period	Shipments									Shipments	Bookings	Backlog [1]
	Line pipe	Concrete reinforcing bars	Galvanized sheets	Nails	Piling	Rails	Cast-iron pipe: Pressure	Cast-iron pipe: Soil	Rigid steel conduit	Fabricated structural steel	Fabricated structural steel	Fabricated structural steel
1947-49 average	1,975	1,523	1,669	797	309	2,167	1,075	604	226	2,248	2,105	---
Year: 1954	2,595	1,751	2,363	567	388	1,196	1,376	744	227	3,136	2,510	743
1955	3,083	2,163	2,865	651	391	1,233	1,682	869	280	2,981	3,693	1,029
1956	3,377	2,518	2,958	559	433	1,300	1,745	817	356	3,205	4,012	--
12 months ending:												
August 1956	3,248	2,320	2,975	573	389	1,145	1,824	837	351	3,182	4,093	--
September 1956	3,194	2,368	2,963	570	401	1,178	1,810	821	350	3,134	4,000	--
October 1956	3,262	2,416	2,982	569	407	1,223	1,820	816	351	3,138	3,982	--
November 1956	3,324	2,472	2,981	565	420	1,267	1,787	809	353	3,155	3,976	--
1955: December	278	194	262	35	36	98	134	46	24	248	368	1,029
1956: January	274	182	269	50	30	131	131	59	22	251	405	1,176
February	288	174	273	49	32	114	133	64	27	285	331	1,199
March	299	217	291	56	39	131	132	74	28	307	366	1,187
April	304	228	267	50	33	129	152	70	31	290	379	1,107
May	367	230	273	56	37	114	172	79	35	306	358	1,224
June	332	275	279	72	41	106	170	74	45	285	337	1,193
July	(2)	(2)	(2)	(2)	(2)	(2)	145	66	36	165	288	1,227
August	[2]286	[2]238	[2]276	[2]54	[2]33	[2]67	180	80	28	213	268	1,191
September	241	234	257	55	45	128	151	66	24	241	246	1,226
October	333	250	279	52	47	131	171	71	27	288	291	1,239
November	322	250	255	36	47	118	116	60	26	276	339	1,267
December	331	240	239	29	49	131	92	54	27	298	404	1,313
	Percent change											
December, 1955-56	+19	+24	- 9	-17	+36	+34	-31	+17	+13	+20	+10	+28
Year, 1955-56	+10	+16	+ 3	-14	+11	+ 5	+ 4	- 6	+28	+ 7	+ 9	--

Source: Table compiled by the Department of Commerce (BDSA) from data reported by the American Iron and Steel Institute, the National Electric Manufacturers Association, the American Institute of Steel Construction, and the Bureau of the Census. [1] Scheduled for fabrication in the next 4 months. [2] July data not available separately. The figures given here for August 1956 were reported as July-August totals by the American Iron and Steel Institute because the steel industry was shut down by work stoppages in effect during July.

Table F-7: Clay Construction Products: Production and Shipments

Period	Brick, common and face (Million brick)		Structural clay tile (Thousand tons)		Vitrified clay sewer pipe (Thousand tons)		Hollow facing tile (Million brick equivalent)		Glazed & unglazed floor & wall tile (Thousand square feet)	
	Production	Shipments	Production	Shipments	Production	Shipments	Production	Shipments	Production	Shipments
1947-49 average	5,504	5,324	1,286	1,231	1,451	1,375	357	341	104,800	101,000
Year: 1954	6,153	6,119	953	895	1,702	1,636	457	444	141,066	139,515
1955	7,148	7,010	839	835	1,925	1,880	493	482	187,991	187,820
1956	7,319	6,695	773	674	1,962	1,856	531	494	201,372	186,126
12 months ending:										
August 1956	7,523	6,986	805	731	1,944	1,883	527	499	208,588	197,267
September 1956	7,450	6,879	801	713	1,935	1,864	529	498	207,093	194,639
October 1956	7,440	6,842	793	700	1,955	1,879	535	504	207,169	193,217
November 1956	7,394	6,778	787	688	1,961	1,865	536	503	205,008	191,026
1955: December	567	480	69	60	163	118	43	40	16,986	16,308
1956: January	565	435	69	54	155	121	43	42	17,527	15,972
February	536	455	63	51	157	155	43	39	15,781	15,481
March	611	541	68	55	173	159	48	45	18,173	16,638
April	627	625	66	59	117	128	49	45	17,371	16,289
May	672	661	65	61	127	137	47	43	18,681	17,065
June	646	632	60	59	164	183	44	43	18,093	16,092
July	648	619	65	57	168	178	48	44	16,428	15,913
August	685	641	69	63	191	187	45	44	17,446	16,894
September	603	571	65	56	174	169	43	39	15,472	14,607
October	647	601	64	61	192	187	44	43	17,543	15,475
November	587	517	64	52	180	143	39	36	15,507	14,359
December	492	397	55	46	164	109	38	31	13,350	11,408
	Percent change									
December, 1955-56	-13	-17	-20	-23	+ 1	- 8	-12	-23	-21	-20
Year, 1955-56	+ 2	- 5	- 8	-19	+ 2	- 1	+ 7	+ 2	+ 7	- 1

Source: Table compiled by Department of Commerce (BDSA) from data reported by the Bureau of the Census.

Table F-8: Clay Construction Products: Production and Shipments, by Census Region [1]

Census region	PRODUCTION				SHIPMENTS			
	December 1956		Year 1956		December 1956		Year 1956	
	Quantity	Percent change from Dec. 1955	Quantity	Percent change, 1955-56	Quantity	Percent change from Dec. 1955	Quantity	Percent change, 1955-56
	Brick, common and face (thousands)							
U. S. TOTAL	491,766	-13	7,319,942	+ 2	397,230	-17	6,696,062	- 5
New England	11,671	+14	148,254	+16	9,048	+ 6	139,752	+15
Middle Atlantic	86,335	- 9	1,175,057	+ 5	72,049	-12	1,095,412	- 3
East North Central	109,394	-16	1,673,082	+ 3	77,814	-29	1,539,223	- 3
West North Central	26,284	-17	407,936	+ 7	18,401	- 9	355,931	+ 1
South Atlantic	106,041	-22	1,709,469	- 1	88,903	-22	1,571,510	-10
East South Central	45,380	-13	700,328	+ 5	38,577	-18	647,776	- 3
West South Central	61,844	-15	850,856	- 2	48,762	-19	727,944	-10
Mountain	21,266	- 1	279,017	+10	19,343	- 2	266,266	+13
Pacific	23,551	+45	375,943	+ 2	24,333	+22	352,248	- 3
	Structural clay tile (tons)							
U. S. TOTAL	55,497	-20	774,139	- 8	46,069	-23	674,266	-19
Middle Atlantic	6,237	-29	76,072	-10	4,525	-25	63,061	-27
East North Central	5,147	-42	70,862	-46	3,714	-49	67,110	-51
West North Central	8,238	-15	110,925	(2)	6,426	- 9	94,448	-16
South Atlantic	13,346	+32	171,844	+14	11,740	+14	164,615	+ 2
East South Central	2,866	-32	47,340	-26	2,470	-36	47,135	-28
West South Central	16,114	-35	265,509	- 3	14,064	-40	206,954	-17
Mountain & Pacific	3,549	+43	31,587	+34	3,130	+71	30,943	+37
	Vitrified clay sewer pipe (tons)							
U. S. TOTAL	163,739	(2)	1,962,633	+ 2	109,313	- 7	1,857,748	- 1
Middle Atlantic	17,700	- 6	201,918	- 5	10,095	(2)	176,458	- 7
East North Central	66,143	+ 4	776,527	- 1	41,588	(2)	743,743	- 3
West North Central	16,476	+ 1	202,039	+ 2	7,554	-43	181,478	- 8
South Atlantic	14,395	+ 5	178,408	+14	12,621	- 4	186,781	+18
E. & W. South Central	22,553	- 7	287,646	+13	16,266	-14	265,243	+ 6
Mountain	3,986	+17	54,843	+21	2,991	- 5	48,692	+13
Pacific	22,486	- 1	261,252	- 4	18,198	+ 3	255,353	- 5

Source: Table compiled by Department of Commerce (BDSA) from data reported by the Bureau of the Census. [1] Composition of regions, and nonfarm population distribution by region, are shown below table A-2. [2] Change of less than one-half of 1 percent.

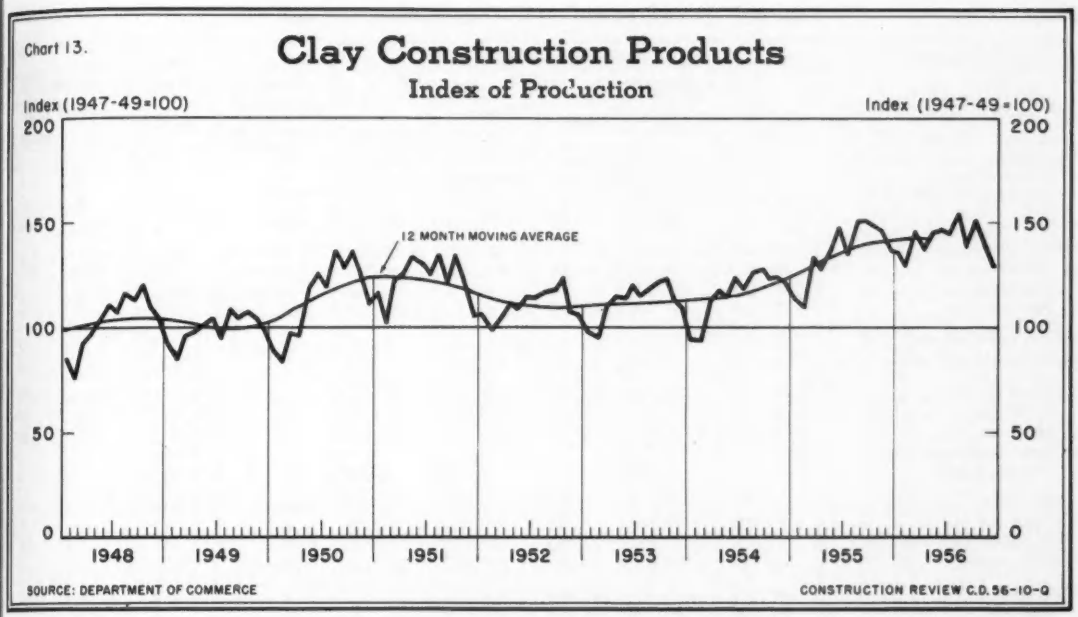


Table F-9: Heating and Plumbing Equipment: Shipments and Stocks

Period	Gas water heaters (Thousands of units)		C. I. convectors and radiators (Thousand square feet)		Warm air furnaces (Thousands of units)		Floor and wall furnaces (Thousands of units)		Residential oil burners [1] (Thousands of units)
	Shipments	Stocks*	Shipments	Stocks*	Shipments	Stocks*	Shipments	Stocks*	Shipments
1947-49 average	1,818	67	50,980	4,377	794	69	552	44	541
Year: 1954	2,236	103	28,386	5,434	1,132	130	550	74	494
1955	2,598	108	28,512	4,834	1,348	191	558	70	537
1956	2,666	--	(2)	--	1,265	--	469	--	456
12 months ending:									
August 1956	2,691	--	27,099	--	1,321	--	513	--	472
September 1956	2,684	--	26,862	--	1,312	--	502	--	460
October 1956	2,691	--	27,466	--	1,295	--	490	--	460
November 1956	2,688	--	27,276	--	1,274	--	479	--	459
1955: December	175	108	1,773	4,834	80	191	38	70	27
1956: January	224	109	2,018	4,866	87	212	33	86	32
February	246	104	2,236	5,013	79	226	29	87	29
March	255	96	1,802	5,814	85	255	34	92	27
April	230	102	1,900	6,082	85	263	32	91	31
May	231	107	1,577	6,912	94	275	34	93	32
June	237	114	1,618	7,519	104	267	35	86	39
July	227	92	1,959	6,626	112	247	39	79	36
August	238	88	2,996	5,977	160	221	48	76	50
September	217	99	3,089	5,277	155	203	54	65	56
October	226	90	3,719	4,263	133	198	60	60	62
November	182	82	2,589	4,074	100	189	43	62	38
December	153	90	(2)	(2)	71	192	28	68	24
	Percent change								
December, 1955-56	-13	-17	--	--	-11	+ 1	-26	- 3	-11
Year, 1955-56	+ 3	--	--	--	- 6	--	-16	--	-15

Source: Table compiled by Department of Commerce (BDSA) from data reported by the Bureau of the Census. * As of end of period.
[1] Sold separately. [2] Not yet available.

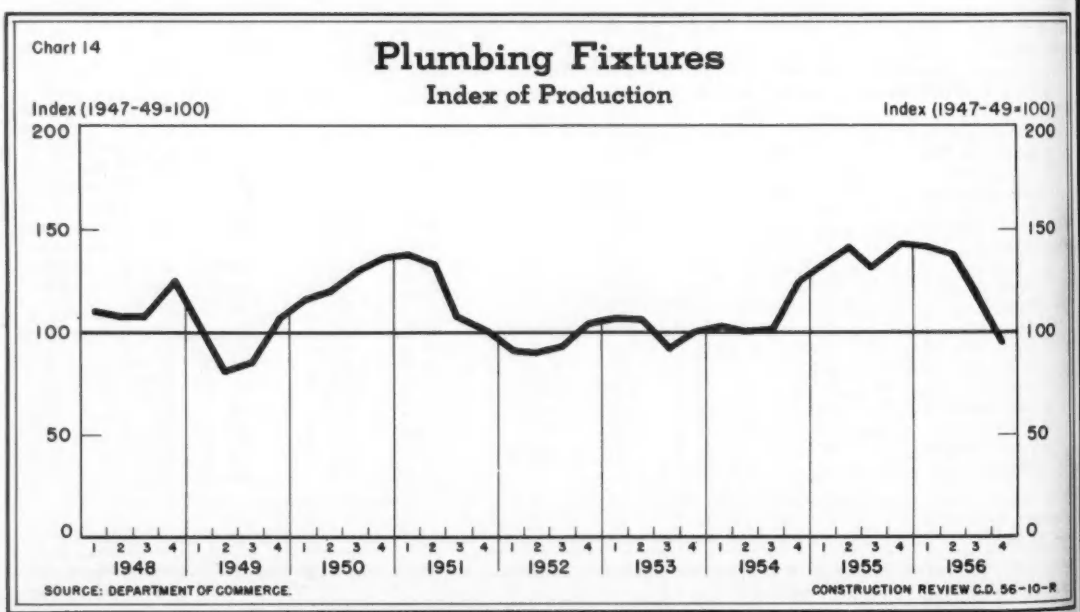
(NOTE: Table F-10, Imports and Exports of Selected Construction Materials, is shown quarterly in the February, May, August, and November issues.)

Table F-11: Plumbing Fixtures: Production, Shipments, and Stocks

Type of fixture	Number of fixtures					Percent change				
	4th quarter 1956			Year 1956		4th quarter 1955-56			Year 1955-56	
	Production	Shipments	Stocks*	Production	Shipments	Production	Shipments	Stocks*	Production	Shipments
Lavatories	939,226	871,406	586,397	3,945,934	3,865,306	-20	-12	+19	- 5	- 3
Vitreous china	568,874	513,519	297,552	2,272,346	2,190,686	- 5	- 6	+46	+ 5	+ 4
Cast-iron	312,751	290,799	236,204	1,364,826	1,365,896	-34	-19	(1)	-18	-11
Steel	57,601	67,088	52,641	308,762	308,724	-44	-24	(1)	-12	- 8
Water closets	1,145,696	1,016,641	476,623	4,921,963	4,685,502	- 8	-13	+111	+ 5	+ 2
Syphon jet	168,679	136,124	93,521	633,731	593,024	+12	- 3	+79	+17	+11
Washdown	497,890	438,676	182,840	2,132,074	2,033,081	- 6	-12	+112	+ 4	+ 1
Reverse trap	479,127	441,841	200,262	2,156,158	2,059,397	-15	-17	+128	+ 4	+ 1
Flush tanks, vitreous china	937,751	837,607	416,960	4,087,611	3,926,234	-11	-17	+71	+ 1	- 2
Urinals, vitreous china	49,555	40,844	21,247	179,421	173,380	+ 9	- 7	+42	+12	+10
Kitchen sinks	469,296	500,598	397,388	2,231,472	2,242,652	-27	-13	- 5	-18	-13
Cast-iron	189,836	203,350	168,404	908,001	921,358	-36	-12	- 7	-21	-13
Steel	279,179	296,561	228,446	1,320,515	1,318,076	-19	-13	- 3	-17	-16
Other metals and glazed earthenware[2]	281	687	538	2,956	3,218	-69	-18	-34	- 4	+ 3
Wash sinks	8,823	7,719	5,961	25,009	23,744	+90	+48	+57	+36	+26
Service sinks	22,077	21,586	17,933	101,564	98,575	- 4	- 4	+17	+ 4	+ 3
Sink and laundry tray comb.	21,559	27,492	19,553	102,240	108,135	-53	-29	-41	-42	-33
Laundry trays	23,964	28,112	18,216	125,886	127,386	-26	(1)	-17	-14	- 6
Bathtubs	486,912	432,496	287,897	2,107,770	2,087,248	-24	-12	+ 8	-15	-11
Cast-iron	333,656	301,407	211,076	1,490,845	1,485,503	-29	-13	+ 3	-17	-11
Steel	153,256	131,089	76,821	616,925	601,745	- 8	- 8	+23	- 8	- 9
Shower stalls, including receptors	46,075	42,609	17,023	224,609	218,701	+ 8	+12	+19	+ 3	+ 1

Source: Department of Commerce. * As of end of period. [1] Change of less than one-half of 1 percent. [2] Includes vitreous china.

Chart 14



Part G--Employment

Table G-1: Contract Construction: Employment by Type of Contractor

Period	All contractors	Building contractors							Nonbuilding contractors		
		All building contractors	General contractors	Special trades contractors					All nonbuilding	Highway and street	Other nonbuilding
				All special trades	Plumbing and heating	Painting and decorating	Electrical work	Other trades			
	NUMBER OF EMPLOYEES *(in thousands)*										
Year: 1948	2,169.0	1,753.0	807.0	946.0	238.2	124.9	123.2	459.8	416.0	172.1	243.8
1949	2,165.0	1,736.0	779.0	957.0	241.7	123.4	122.1	469.5	428.0	178.1	250.3
1950	2,333.0	1,885.0	844.0	1,041.0	263.1	130.8	123.4	524.0	448.0	183.0	265.2
1951	2,603.0	2,109.0	957.6	1,151.7	286.9	155.7	140.5	568.7	493.0	201.3	291.9
1952	2,634.0	2,119.0	948.3	1,170.8	287.7	156.5	155.7	570.9	514.0	209.4	305.0
1953	2,622.0	2,109.0	934.0	1,175.1	288.9	148.1	159.7	578.4	513.0	214.9	297.8
1954	2,593.0	2,090.0	885.7	1,204.0	295.7	143.8	164.4	600.1	503.0	217.4	285.6
1955	2,780.0	2,279.0	937.7	1,341.6	318.3	165.6	169.1	688.6	501.0	222.9	278.2
1956	3,037.0	2,515.0	1,043.4	1,471.5	334.5	185.6	190.0	761.4	522.0	227.9	294.5
1955: Dec.	2,756.0	2,306.0	941.6	1,364.1	322.0	161.1	175.0	706.0	450.0	187.3	262.4
1956: Jan.	2,588.0	2,185.0	880.0	1,304.8	311.9	142.5	172.2	678.2	403.0	156.5	246.3
Feb.	2,588.0	2,189.0	878.4	1,310.7	310.2	144.3	170.6	685.6	399.0	153.2	245.6
Mar.	2,669.0	2,244.0	914.2	1,330.1	313.5	147.3	170.7	698.6	425.0	168.0	256.8
Apr.	2,853.0	2,376.0	981.8	1,394.4	317.3	166.2	173.7	737.2	477.0	204.5	272.4
May	3,040.0	2,501.0	1,038.4	1,462.4	327.4	185.6	179.1	770.3	539.0	242.1	296.7
June	3,257.0	2,666.0	1,126.4	1,539.6	340.3	205.0	187.6	806.7	591.0	271.9	319.2
July	3,270.0	2,679.0	1,134.4	1,544.9	344.6	209.7	194.0	796.6	591.0	276.6	314.7
Aug.	3,353.0	2,746.0	1,166.2	1,579.6	349.6	220.7	199.3	810.0	607.0	282.7	324.7
Sept.	3,340.0	2,734.0	1,153.9	1,579.7	353.2	216.9	204.4	805.2	606.0	280.3	325.3
Oct.	3,301.0	2,707.0	1,137.7	1,568.8	354.2	208.7	208.4	797.5	594.0	269.3	325.0
Nov.	3,191.0	2,640.0	1,093.3	1,546.4	349.8	198.9	209.7	788.0	551.0	237.6	313.7
Dec.	2,998.0	2,509.0	1,024.8	1,484.2	343.7	181.9	211.2	747.4	489.0	198.6	290.2
1957: Jan.	*2,754.0	(1)	(1)	(1)	(1)	(1)	(1)	(1)	(1)	(1)	(1)
	Percent change										
Nov.-Dec. 1956	-6.0	-5.0	-6.3	-4.0	-1.7	- 8.5	+ 0.7	-5.2	-11.3	-16.4	- 7.5
Dec., 1955-56	+8.8	+8.8	+8.8	+8.8	+6.7	+12.9	+20.7	+5.9	+ 8.7	+ 6.0	+10.6

Source: Department of Labor. * Percent change: Dec. 1956-Jan. 1957, -8.1; Jan. 1956-57, +6.4. [1] Not yet available.

Table G-2: Contract Construction: Number of Employees and Indexes of Employment (Seasonally Adjusted)

Year	Jan.	Feb	Mar.	Apr.	May	June	July	Aug.	Sept.	Oct.	Nov.	Dec.	Annual average
	NUMBER OF EMPLOYEES *(in thousands, seasonally adjusted)*												
1948	2,120	2,015	2,065	2,105	2,136	2,184	2,199	2,212	2,220	2,229	2,249	2,251	2,169
1949	2,222	2,171	2,146	2,128	2,124	2,130	2,157	2,176	2,197	2,192	2,190	2,141	2,165
1950	2,119	2,101	2,105	2,173	1,236	2,337	2,405	2,451	2,473	2,502	2,517	2,471	2,333
1951	2,526	2,521	2,569	2,593	2,596	2,613	2,633	2,641	2,630	2,653	2,606	2,620	2,603
1952	2,599	2,624	2,588	2,586	2,597	2,645	2,658	2,672	2,682	2,648	2,650	2,632	2,634
1953	2,647	2,669	2,653	2,638	2,613	2,598	2,588	2,596	2,612	2,632	2,623	2,626	2,622
1954	2,533	2,583	2,600	2,614	2,603	2,599	2,591	2,594	2,586	2,584	2,618	2,615	2,593
1955	2,624	2,618	2,703	2,752	2,804	2,815	2,834	2,833	2,852	2,833	2,822	2,827	2,780
1956	2,876	2,924	2,966	3,003	3,055	3,132	3,056	3,076	3,078	3,085	3,083	3,075	3,037
1957	3,060												
	INDEXES *(1947-49=100)* OF EMPLOYMENT *(seasonally adjusted)*[1]												
1948	100.7	95.7	98.1	100.0	101.5	103.8	104.5	105.1	105.5	105.9	106.8	106.9	103.0
1949	105.6	103.1	101.9	101.1	100.9	101.2	102.5	103.4	104.4	104.1	104.0	101.7	102.9
1950	100.7	99.8	100.0	103.2	106.2	111.0	114.3	116.4	117.5	118.9	119.6	117.4	110.8
1951	120.0	119.8	122.0	123.2	123.3	124.1	125.1	125.5	124.9	126.0	123.8	124.5	123.7
1952	123.5	124.7	122.9	122.9	123.4	125.7	126.3	126.9	127.4	125.8	125.9	125.0	125.1
1953	125.7	126.8	126.0	125.3	124.1	123.4	122.9	123.3	124.1	125.0	124.6	124.8	124.6
1954	120.3	122.7	123.5	124.2	123.7	123.5	123.1	123.2	122.9	122.8	124.4	124.2	123.2
1955	124.7	124.4	128.4	130.7	133.2	133.7	134.6	134.6	135.5	134.6	134.1	134.3	132.1
1956	136.6	138.9	140.9	142.7	145.1	148.8	145.2	146.1	146.2	146.6	146.5	146.1	144.1
1957	145.4												

Source: Department of Labor. [1] Indexes for months before January 1953 are based on seasonally adjusted employment data derived by the Federal Reserve Board.

Table G-3: Contract Construction: Employment, by State

State	Number of employees (in thousands)											Percent change, Dec. 1955-56
	1956								1953	1954	1955	
	May	June	July	Aug.	Sept.	Oct.	Nov.	Dec.	Dec.	Dec.	Dec.	
Alabama	38.6	40.8	40.9	41.6	41.9	42.1	41.9	41.2	29.9	30.4	34.1	+21
Arizona	19.6	20.4	20.3	20.4	21.1	21.2	20.7	20.5	17.9	19.5	20.0	+ 3
Arkansas	16.3	16.6	17.2	18.0	17.2	16.8	15.6	14.7	16.8	14.4	15.3	- 4
California	287.7	296.5	291.7	299.9	299.5	297.2	292.3	286.6	246.5	257.8	254.0	+13
Colorado	32.0	34.7	35.9	36.5	36.2	36.1	33.9	32.3	23.5	26.0	30.5	+ 6
Connecticut [1]	49.1	51.4	53.9	53.8	53.1	53.0	52.4	(2)	41.2	40.9	46.3	--
Delaware [2]	--	--	--	--	--	--	--	--	--	--	--	--
District of Columbia [3]	17.6	18.2	18.1	18.2	18.2	18.5	18.1	17.4	16.9	16.2	16.8	+ 4
Florida	105.9	108.6	112.9	115.9	115.0	115.8	118.4	116.4	88.0	91.1	105.5	+10
Georgia	54.4	57.8	57.3	57.5	56.2	56.4	54.7	52.4	48.0	46.3	49.6	+ 6
Idaho	9.9	11.1	11.0	10.8	10.4	9.6	8.4	7.5	6.7	7.6	8.1	- 7
Illinois	187.0	199.6	204.1	204.7	201.9	202.9	196.2	183.9	151.3	159.0	167.4	+10
Indiana	80.0	83.6	80.9	82.7	83.2	78.0	73.1	68.1	55.0	57.1	69.4	- 2
Iowa	39.1	43.3	44.5	45.6	43.9	43.9	39.3	34.4	27.7	29.6	32.2	+ 7
Kansas	42.3	43.8	43.8	41.9	40.8	38.5	36.4	33.6	33.2	33.2	36.4	- 8
Kentucky [2]	--	--	--	--	--	--	--	--	--	--	--	--
Louisiana	56.9	56.6	57.1	59.3	59.2	58.6	58.2	58.4	54.8	46.6	56.1	+ 4
Maine	13.2	15.7	16.6	16.5	15.5	15.2	14.3	12.8	12.9	13.1	10.8	+19
Maryland	70.7	72.0	70.8	73.8	73.1	72.3	69.4	67.1	56.4	57.8	67.7	- 1
Massachusetts	84.7	90.1	92.5	92.2	91.6	90.1	87.9	79.4	70.8	71.8	77.5	+ 2
Michigan	112.2	119.5	123.4	129.3	132.5	130.2	122.0	108.9	110.2	115.7	111.9	- 3
Minnesota	56.5	63.3	63.7	67.9	66.2	64.2	53.6	46.3	43.2	50.3	51.1	- 9
Mississippi	15.5	16.1	16.9	(2)	(2)	(2)	(2)	(2)	17.1	15.5	16.9	--
Missouri	72.7	76.8	77.4	77.6	76.2	74.8	73.8	69.8	61.2	65.0	69.1	+ 1
Montana	12.4	13.4	14.2	14.4	14.5	13.7	12.2	10.4	9.2	10.1	9.0	+16
Nebraska	22.3	23.9	24.0	23.8	23.6	23.2	21.3	18.7	17.7	19.9	18.7	0
Nevada	8.4	8.5	8.5	8.4	8.0	7.5	7.0	7.1	7.7	9.3	8.4	-15
New Hampshire	10.4	11.2	11.2	11.0	10.5	10.3	9.6	8.8	7.4	9.0	9.2	- 4
New Jersey	111.2	121.7	125.9	123.6	123.4	122.0	119.5	113.6	96.5	96.3	107.4	+ 6
New Mexico	15.3	15.9	16.0	15.5	15.3	16.1	16.1	16.0	14.2	14.3	14.8	+ 8
New York	248.3	258.7	263.5	267.7	262.6	261.2	252.6	237.9	226.0	223.0	235.1	+ 1
North Carolina	50.3	52.3	52.4	51.6	50.9	50.4	49.7	49.0	48.8	47.5	49.2	(4)
North Dakota	9.8	11.8	12.6	13.0	12.9	12.5	10.3	7.4	7.3	7.1	5.9	+25
Ohio	152.3	172.4	175.0	182.6	182.6	182.7	178.3	165.8	150.3	153.2	156.5	+ 6
Oklahoma	34.7	34.9	36.1	36.6	38.0	36.9	36.6	35.1	29.2	29.6	33.1	+ 6
Oregon	24.7	26.4	28.4	28.7	29.2	28.0	25.3	22.7	20.3	21.0	20.6	+10
Pennsylvania	183.9	199.5	199.4	204.9	205.0	202.6	194.5	174.9	178.9	170.4	177.6	- 2
Rhode Island	18.0	19.1	19.1	19.0	18.6	17.7	17.8	16.2	14.8	16.5	16.2	0
South Carolina	27.4	29.9	29.5	30.3	29.4	28.3	28.1	27.1	41.2	27.8	29.2	- 7
South Dakota	11.1	12.6	12.8	12.9	12.9	12.6	10.6	8.3	8.4	7.7	7.1	+17
Tennessee	43.6	43.6	44.8	46.6	46.7	45.0	43.2	41.1	51.9	50.1	43.5	- 6
Texas	160.2	164.7	171.3	171.5	171.7	171.2	170.3	167.0	145.4	147.5	155.1	+ 8
Utah	15.5	16.0	17.6	18.0	18.2	17.6	16.6	13.7	9.7	12.2	13.4	+ 2
Vermont	4.6	5.3	5.6	5.8	5.5	5.4	5.0	4.4	4.6	4.0	4.6	- 4
Virginia [3]	71.0	74.0	74.6	74.5	74.2	73.1	72.4	70.5	55.2	54.8	59.3	+19
Washington	44.6	48.1	48.7	49.0	50.1	49.7	45.7	42.6	43.3	46.6	38.6	+10
West Virginia [3]	22.4	23.9	24.5	26.2	25.3	25.6	24.7	22.8	21.5	15.5	20.6	+11
Wisconsin	64.7	70.4	72.3	74.2	73.1	71.0	67.8	62.0	49.4	52.2	59.6	+ 4
Wyoming	6.7	7.6	8.4	10.0	9.5	9.5	7.4	6.2	5.1	5.8	5.4	+15

Source: Department of Labor. [1] Includes a small number of employees in mining. [2] Not available. [3] Data revised from January 1955. Revised statistics for months not shown here are available upon request. [4] Change of less than one-half of 1 percent.

Table G-4: Contract Construction: Employment in Selected Areas

Area	Number of employees *(in thousands)*											Percent change, Dec. 1955-56
	1956								1953	1954	1955	
	May	June	July	Aug.	Sept.	Oct.	Nov.	Dec.	Dec.	Dec.	Dec.	
Albany-Schenectady-Troy, N.Y.	6 9	7.3	8.0	8.2	7.9	8.4	8.3	8.1	7.3	6.7	6.9	+17
Albuquerque, N. Mex.	5.0	4.9	5.0	4.8	4.6	4.8	4.4	4.4	4.3	4.9	5.0	−12
Atlanta, Ga.[1]	20.3	21.0	20.5	20.0	19.8	19.9	18.8	17.8	15.2	17.6	18.8	− 5
Baltimore, Md.	46.6	47.1	45.4	48.0	47.2	47.1	45.6	44.3	36.5	36.8	44.9	− 1
Baton Rouge, La.	6.2	6.6	6.9	7.0	6.7	6.8	6.8	6.8	(2)	5.5	6.0	+13
Binghamton, N. Y.	2.8	3.1	3.1	3.2	3.1	2.9	2.7	2.1	2.8	2.5	2.4	−13
Birmingham, Ala.	12.6	13.0	13.2	13.3	13.3	13.7	13.5	13.3	10.1	9.4	11.0	+21
Boise, Idaho	1.7	1.9	1.9	2.0	1.9	1.8	1.7	1.5	1.5	1.5	1.5	0
Boston, Mass.	53.1	57.2	58.5	59.3	58.9	58.6	57.4	53.9	41.8	39.9	46.8	+15
Bridgeport, Conn.[3]	5.6	6.0	6.3	6.4	6.4	6.3	(2)	(2)	5.2	5.4	5.5	--
Buffalo, N. Y.	21.9	23.4	23.9	25.1	25.4	25.2	24.6	21.0	18.4	18.5	20.1	+ 4
Casper, Wyo.	1.6	1.8	1.8	1.8	1.5	1.5	1.4	1.3	1.0	1.3	1.1	+18
Charleston, S. C.	3.3	3.5	3.3	3.7	3.6	3.8	3.8	3.8	3.7	2.4	3.7	+ 3
Charleston, W. Va.	3.7	3.9	3.9	4.0	4.4	4.5	4.3	4.2	8.1	3.5	3.5	+20
Charlotte, N. C.	5.2	5.4	5.3	5.3	5.3	5.3	5.5	5.2	6.3	5.4	5.0	+ 4
Chattanooga, Tenn.	3.8	3.5	3.8	3.8	3.7	3.7	3.6	3.4	4.0	4.8	3.9	−13
Chicago, Ill.	132.0	138.3	138.7	140.4	137.9	138.0	133.7	129.0	104.1	106.6	117.1	+10
Denver, Colo.	21.6	23.5	23.2	23.0	22.3	22.2	21.0	20.2	15.0	16.5	18.7	+ 8
Des Moines, Iowa	5.7	6.2	6.2	6.4	6.0	5.6	5.1	4.6	4.3	4.8	4.7	− 2
Detroit, Mich.	59.6	61.5	63.4	67.0	68.8	67.9	64.7	56.1	63.3	67.2	63.0	−11
Duluth, Minn.	2.2	2.5	2.7	2.7	2.6	2.9	2.8	2.5	2.1	2.4	2.4	+ 4
Evansville, Ind.[4]	4.1	4.2	4.4	4.7	4.5	4.3	4.3	3.9	3.1	3.2	3.8	+ 3
Fargo, N. D.	2.1	2.3	2.3	2.5	2.7	2.6	2.2	1.8	1.3	1.7	1.6	+13
Fort Wayne, Ind.[5]	3.8	3.9	4.0	3.9	3.8	3.5	3.4	3.2	3.0	3.1	3.5	− 9
Great Falls, Mont.	1.8	1.9	1.9	1.9	1.9	1.9	1.6	1.2	1.2	1.4	1.1	+ 9
Harrisburg, Pa.	6.0	8.9	9.3	9.4	9.7	9.4	9.0	8.0	6.0	7.2	7.4	+ 8
Hartford, Conn.[3]	10.3	10.7	10.8	10.8	10.8	10.5	(2)	(2)	9.1	9.3	9.2	--
Indianapolis, Ind.	13.3	14.0	14.5	14.8	14.9	14.7	14.5	13.6	11.5	10.4	12.3	+11
Jackson, Miss.	4.2	4.3	4.5	4.2	4.1	4.0	3.8	3.6	(2)	(2)	4.6	−22
Jacksonville, Fla.	9.0	9.4	9.5	9.6	9.7	10.0	10.0	9.7	9.7	9.9	9.2	+ 5
Kansas City, Mo.	20.0	20.4	20.5	20.3	19.9	19.7	19.3	18.4	23.0	21.2	19.6	− 6
Knoxville, Tenn.[5]	6.1	6.9	7.2	7.3	7.3	7.7	7.5	7.3	13.0	15.3	6.4	+14
Lewiston, Maine	1.3	1.5	1.6	1.7	1.6	1.6	1.6	1.4	1.2	1.2	1.4	0
Little Rock-N. Little Rock, Ark.	5.5	5.6	5.7	5.9	5.6	5.3	5.0	4.4	4.5	5.2	5.2	−15
Los Angeles, Calif.	132.7	136.0	135.8	135.5	135.8	133.4	130.3	128.8	121.5	124.5	115.0	+12
Louisville, Ky.	13.7	14.2	14.4	14.2	14.3	13.9	12.3	12.1	(2)	13.7	13.0	− 7
Manchester, N. H.	1.9	2.1	2.3	2.3	2.2	2.2	2.1	2.0	1.6	1.9	2.1	− 5
Memphis, Tenn.	9.2	9.5	9.7	9.6	9.3	8.5	8.3	8.2	9.6	9.5	9.6	−15
Miami, Fla.	23.0	24.5	25.9	26.9	27.0	26.3	26.4	26.7	21.6	25.5	25.2	+ 6
Milwaukee, Wis.	23.3	24.8	24.9	26.0	26.4	26.0	25.4	23.7	(2)	19.5	22.4	+ 6
Minneapolis-St. Paul, Minn.	30.5	31.7	33.1	33.9	32.5	32.4	28.9	26.2	24.1	24.6	26.0	+ 1
Mobile, Ala.	5.0	5.0	5.1	5.1	5.1	5.1	5.0	5.1	4.4	4.4	5.2	− 2
Nashville, Tenn.	8.4	7.4	6.9	8.5	8.7	8.8	8.6	7.5	7.4	6.4	7.2	+ 4
New Bedford, Mass.	1.6	1.9	1.8	1.8	1.7	1.7	1.7	1.5	1.3	1.6	1.7	−12
New Britain, Conn.[3]	1.4	1.4	1.5	1.5	1.5	1.5	(2)	(2)	1.2	1.2	1.2	--
New Haven, Conn.[3]	7.6	7.9	8.1	8.3	8.2	8.1	8.0	(2)	5.6	5.9	6.8	--
New Orleans, La.	15.2	13.3	15.2	16.2	16.4	16.7	16.8	16.5	20.8	17.0	15.7	+ 5
New York-Northeastern N.Jersey	223.6	235.1	235.8	238.0	235.5	231.9	224.4	219.2	(2)	204.3	217.4	+ 1
Newark-Jersey City, N. J.	29.8	31.2	32.0	31.0	30.3	29.8	28.8	27.7	28.6	28.4	29.7	− 7
Paterson, N. J.	20.2	26.4	25.2	26.3	26.5	25.7	25.2	24.8	(2)	20.9	20.9	+19
Perth Amboy, N. J.	7.3	7.9	8.5	8.6	9.5	8.7	8.7	8.6	(2)	6.4	7.1	+21
Nassau-Suffolk Counties, N.Y.	31.2	31.4	31.8	31.5	32.1	31.7	29.9	28.7	27.7	28.8	28.6	(6)
New York, N. Y.	117.5	118.9	118.6	120.3	117.0	116.3	113.1	112.1	104.7	101.5	112.7	− 1
Westchester County, N. Y.	15.4	16.9	17.0	17.6	17.4	16.4	16.0	14.7	(2)	16.4	16.2	− 9

See footnotes at end of table.

Table G-4: Contract Construction: Employment in Selected Areas--Continued

Area	Number of employees *(in thousands)*											Percent change, Dec. 1955-56
	1956								1953	1954	1955	
	May	June	July	Aug.	Sept.	Oct.	Nov.	Dec.	Dec.	Dec.	Dec.	
Norfolk-Portsmouth, Va.	11.5	12.3	12.4	12.7	12.8	12.7	12.9	12.7	11.6	11.0	10.3	+23
Oklahoma City, Okla.	10.4	10.8	10.8	10.7	11.1	10.7	10.4	9.8	8.3	9.4	10.0	-2
Omaha, Nebr.	7.8	8.0	8.2	8.6	8.3	8.4	7.9	7.2	8.5	7.3	7.1	+1
Peoria, Ill.*	3.9	4.3	5.1	5.1	5.2	5.2	4.9	4.3	4.1	4.3	4.4	-2
Phoenix, Ariz.	10.0	10.3	10.3	10.3	10.9	11.0	10.9	10.6	8.6	10.8	10.8	-2
Pittsburgh, Pa.	46.0	47.9	46.4	49.7	51.1	52.5	51.4	50.7	41.3	38.4	41.8	+21
Portland, Maine	3.5	4.1	4.3	4.4	4.2	4.3	4.0	3.6	3.2	3.8	3.3	+9
Portland, Oreg.	14.2	15.4	15.7	15.7	15.9	15.4	14.2	13.1	11.8	12.6	12.7	+3
Providence, R. I.	16.0	16.9	16.9	16.9	16.5	15.7	15.8	14.4	13.2	14.6	14.4	0
Racine, Wis.	2.3	2.5	2.5	2.6	2.6	2.3	2.3	2.2	(2)	1.9	2.0	+10
Reno, Nev.	2.3	2.3	2.3	2.4	2.5	2.4	2.2	2.2	1.7	2.0	2.2	0
Richmond, Va.	12.4	13.0	12.8	13.0	12.8	12.6	12.3	12.0	10.2	9.4	11.1	+8
Rochester, N. Y.	9.2	10.8	11.3	11.6	11.5	10.9	10.7	9.7	8.2	8.7	9.3	+4
Rockford, Ill.[3]	4.3	4.6	4.5	4.5	4.4	4.4	4.1	3.8	2.9	3.1	3.7	+3
Sacramento, Calif.	9.2	9.7	10.0	10.4	10.3	10.2	9.9	9.4	7.3	7.3	8.7	+8
St. Louis, Mo.	42.9	44.6	44.6	44.2	44.8	43.4	41.5	40.4	(2)	41.6	42.3	-4
Salt Lake City, Utah	8.9	9.5	9.6	9.8	9.6	9.5	8.5	8.0	5.9	7.7	8.2	-2
San Diego, Calif.	13.8	14.0	14.3	14.4	14.4	14.3	14.2	14.6	12.2	11.9	12.7	+15
San Francisco-Oakland, Calif.	63.2	64.4	60.3	65.0	64.5	64.3	62.8	60.2	54.9	58.8	60.1	(6)
San Jose, Calif.	11.2	11.6	10.9	11.8	11.6	11.3	11.4	10.5	7.6	9.1	9.7	+8
Savannah, Ga.	3.8	4.2	4.0	4.1	4.1	4.3	3.9	3.8	3.8	2.7	2.5	+52
Seattle, Wash.	15.2	15.9	16.6	16.7	17.4	16.6	15.6	14.9	11.5	12.7	13.3	+12
Sioux Falls, S. D.	1.7	2.0	2.1	2.0	2.0	2.0	1.6	1.3	(2)	(2)	1.5	-13
South Bend, Ind.	3.5	3.6	3.7	3.7	3.8	3.7	3.5	2.8	2.8	3.1	3.0	-7
Spokane, Wash.	5.2	5.8	5.6	5.9	5.9	5.8	4.7	4.1	3.8	4.1	3.4	+21
Springfield-Holyoke, Mass.	8.9	9.3	9.4	9.4	9.0	9.0	9.0	7.7	4.9	6.3	7.6	+1
Stamford, Conn.[3]	4.3	4.4	4.6	4.7	4.6	4.5	4.4	(2)	3.2	3.6	4.0	--
Syracuse, N. Y.	7.0	7.6	8.1	8.8	8.6	8.2	8.3	7.2	6.7	6.1	5.9	+22
Tacoma, Wash.	3.7	3.8	4.0	4.3	4.3	4.3	4.3	3.8	3.9	3.1	3.9	-3
Tampa-St. Petersburg, Fla.	16.1	16.4	16.7	16.8	16.5	16.7	17.1	17.2	12.4	13.2	15.6	+10
Topeka, Kans.	4.1	4.3	4.4	4.3	4.2	4.0	3.8	3.4	2.2	2.7	3.3	+3
Trenton, N. J.	3.9	4.2	4.6	4.4	4.2	4.3	4.1	4.1	(2)	3.3	3.4	+21
Tucson, Ariz.	4.8	5.2	5.1	5.1	4.9	4.7	4.6	4.8	3.7	4.1	4.5	+7
Tulsa, Okla.	9.5	9.2	10.0	10.3	10.2	10.1	10.1	9.8	7.3	7.5	7.8	+26
Utica-Rome, N. Y.	4.0	4.2	4.6	4.2	4.0	4.4	4.4	3.8	3.0	2.9	3.2	+19
Washington, D. C.[5]	43.3	43.9	44.2	44.3	44.4	44.4	43.1	40.9	35.1	38.4	41.1	(6)
Waterbury, Conn.[3]	2.1	2.2	2.3	2.4	2.4	2.3	2.3	(2)	1.9	2.0	2.5	--
Wheeling-Steubenville, W. Va.	4.6	4.6	4.4	4.8	4.9	5.1	5.2	5.1	4.4	4.0	4.8	+6
Wichita, Kans.	8.8	9.1	9.1	8.5	8.4	8.2	7.8	7.2	6.2	7.6	7.3	-1
Worcester, Mass.[7]	4.3	4.7	4.8	4.7	4.8	5.1	5.1	4.3	3.9	3.7	4.5	-4

Source: Department of Labor. * Shown for the first time in this issue. This table is expanded to include additional areas as data become available. [1] Data revised from January 1955 to adjust to new benchmark; not comparable with data from January 1956 because area was redefined (and data further revised) to include not only Cobb, DeKalb, and Fulton Cos., but also Clayton Co. [2] Not available. [3] Includes a small number of employees in mining. [4] Beginning with January 1955, data not comparable with previous periods because area was redefined (and data revised) to include not only Vanderburgh Co., Ind., but also Henderson Co., Ky. [5] Data revised from January 1955. [6] Change of less than one-half of 1 percent. [7] Data revised from January 1952. NOTE: Revised statistics for months not shown here are available upon request.

Table G-5: Contract Construction: Indexes of Aggregate Weekly Man-Hours

(1947-49=100)

Year	Jan.	Feb.	Mar.	Apr.	May	June	July	Aug.	Sept.	Oct.	Nov.	Dec.	Annual average
1948	89.6	81.3	86.7	95.0	102.2	111.9	115.1	117.3	116.2	113.3	106.6	105.4	103.4
1949	94.2	88.9	89.2	95.0	103.1	106.8	110.5	114.2	111.5	111.4	104.4	94.9	102.0
1950	84.6	79.5	83.7	95.8	106.1	116.7	122.1	129.5	126.1	128.9	123.9	112.7	109.1
1951	106.4	99.3	105.4	116.9	126.4	131.8	137.7	141.1	138.5	139.8	124.2	121.6	124.1
1952	111.1	112.3	108.3	117.5	125.4	136.8	138.9	143.2	144.0	139.9	128.2	123.9	127.5
1953	109.1	108.7	109.1	115.8	122.6	130.4	132.0	137.2	131.7	136.7	126.7	117.2	123.1
1954	95.5	102.8	106.4	113.5	120.3	128.0	131.4	134.0	128.6	128.6	123.3	114.4	118.9
1955	101.4	98.6	108.4	115.5	129.3	136.5	144.1	145.1	148.5	140.8	128.2	124.3	126.7
1956	112.0	113.0	114.0	128.1	140.0	154.4	154.4	159.9	159.8	157.3	144.4	135.5	139.4

Source: Department of Labor.

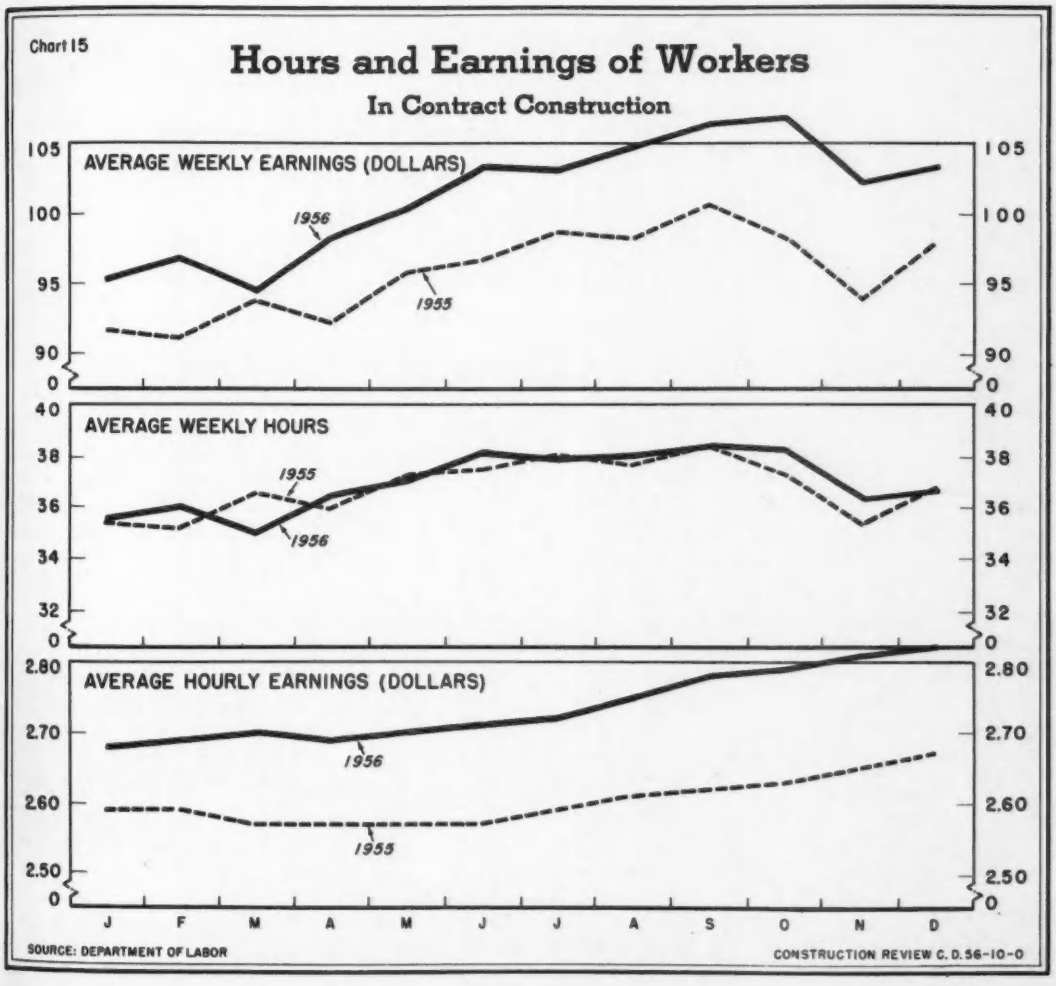


Table G-6: Contract Construction: Hours and Gross Earnings of Construction Workers

Period	All construction	Building construction						Nonbuilding construction		
		All building contractors	General contractors	Special trades contractors				All nonbuilding	Highway and street	Other nonbuilding
				All special trades	Plumbing and heating	Painting and decorating	Electrical work	Other trades			
AVERAGE WEEKLY EARNINGS										
Year: 1953	$91.61	$91.76	$87.75	$94.79	$98.30	$87.10	$111.61	$91.04	$90.27	$85.28	$93.[illegible]
1954	93.98	94.12	89.41	97.38	102.71	90.39	112.71	93.19	92.86	86.88	97.[illegible]
1955	95.94	96.03	90.22	100.83	106.68	94.38	116.82	96.21	94.87	91.05	98.[illegible]
1956	101.65	101.92	95.04	107.16	112.31	99.81	125.22	102.03	101.59	97.39	104.[illegible]
1955: Dec.	97.99	98.19	92.11	102.93	109.42	96.26	122.00	97.23	94.95	87.47	101.[illegible]
1956: Jan.	95.41	96.17	88.75	101.10	109.16	94.24	120.26	94.58	93.17	85.19	98.[illegible]
Feb.	96.84	97.27	90.30	102.03	107.82	94.92	122.36	96.88	94.43	86.14	99.[illegible]
Mar.	94.50	95.15	87.98	99.81	108.58	95.26	120.12	93.01	91.88	84.90	96.[illegible]
Apr.	98.19	99.00	92.20	103.82	108.00	95.57	120.74	100.04	94.86	88.65	100.[illegible]
May	100.44	100.74	93.96	105.62	111.45	99.62	122.22	101.44	99.31	94.16	103.[illegible]
June	103.25	103.42	96.42	108.38	113.00	101.24	124.66	104.80	104.90	102.49	106.[illegible]
July	103.09	103.23	96.52	107.59	113.58	100.04	124.03	103.94	105.15	102.70	107.[illegible]
Aug.	104.78	104.53	98.05	109.66	114.35	103.10	127.68	105.33	106.42	105.16	107.[illegible]
Sept.	106.37	106.22	99.06	111.30	115.03	103.24	131.78	107.22	108.28	106.12	110.[illegible]
Oct.	106.86	106.59	99.80	112.05	115.41	104.11	130.87	107.67	108.12	106.52	109.[illegible]
Nov.	102.28	102.46	96.21	107.34	112.57	98.36	124.97	103.08	100.84	95.41	105.[illegible]
Dec.	103.49	104.26	96.39	110.17	117.87	100.45	130.22	104.14	98.67	90.78	104.[illegible]
AVERAGE WEEKLY HOURS											
Year: 1953	37.7	37.0	37.5	36.6	38.1	34.7	39.3	35.7	40.3	41.2	39.6
1954	37.0	36.2	36.2	36.2	37.9	34.5	38.6	35.3	40.2	40.6	39.9
1955	36.9	36.1	35.8	36.4	38.1	34.7	39.2	35.5	40.2	41.2	39.4
1956	36.4	35.7	35.5	35.9	37.4	33.8	38.1	35.3	39.7	40.6	39.0
1955: Dec.	36.7	36.1	35.7	36.5	38.8	34.5	40.0	35.1	39.4	39.4	39.5
1956: Jan.	35.6	35.1	34.4	35.6	38.3	33.9	39.3	33.9	38.5	38.9	38.3
Feb.	36.0	35.5	35.0	35.8	37.7	33.9	39.6	34.6	38.7	38.8	38.7
Mar.	35.0	34.6	34.1	34.9	37.7	33.9	39.0	33.1	37.5	37.4	37.5
Apr.	36.5	36.0	35.6	36.3	37.5	34.6	39.2	35.6	39.2	39.4	39.1
May	37.2	36.5	36.0	36.8	38.3	35.2	39.3	36.1	40.7	41.3	40.1
June	38.1	37.2	36.8	37.5	38.7	35.9	39.7	36.9	42.3	43.8	40.9
July	37.9	37.0	36.7	37.1	38.5	35.1	39.5	36.6	42.4	43.7	41.1
Aug.	38.1	37.2	37.0	37.3	38.5	35.8	39.9	36.7	42.4	44.0	41.0
Sept.	38.4	37.4	37.1	37.6	38.6	35.6	40.3	37.1	42.8	44.4	41.3
Oct.	38.3	37.4	37.1	37.6	38.6	35.9	39.9	37.0	42.4	44.2	40.8
Nov.	36.4	35.7	35.5	35.9	37.4	33.8	38.1	35.3	39.7	40.6	39.0
Dec.	36.7	36.2	35.7	36.6	38.9	34.4	39.7	35.3	39.0	39.3	38.7
AVERAGE HOURLY EARNINGS											
Year: 1953	$2.43	$2.48	$2.34	$2.59	$2.58	$2.51	$2.84	$2.55	$2.24	$2.07	$2.[illegible]
1954	2.54	2.60	2.47	2.69	2.71	2.62	2.92	2.64	2.31	2.14	2.[illegible]
1955	2.60	2.66	2.52	2.77	2.80	2.72	2.98	2.71	2.36	2.21	2.[illegible]
1956	2.74	2.80	2.64	2.92	2.94	2.86	3.17	2.85	2.49	2.33	2.[illegible]
1955: Dec.	2.67	2.72	2.58	2.82	2.82	2.79	3.05	2.77	2.41	2.22	2.[illegible]
1956: Jan.	2.68	2.74	2.58	2.84	2.85	2.78	3.06	2.79	2.42	2.19	2.[illegible]
Feb.	2.69	2.74	2.58	2.85	2.86	2.80	3.09	2.80	2.44	2.22	2.[illegible]
Mar.	2.70	2.75	2.58	2.86	2.88	2.81	3.08	2.81	2.45	2.27	2.[illegible]
Apr.	2.69	2.75	2.59	2.86	2.88	2.82	3.08	2.81	2.42	2.25	2.[illegible]
May	2.70	2.76	2.61	2.87	2.91	2.83	3.11	2.81	2.44	2.28	2.[illegible]
June	2.71	2.78	2.62	2.89	2.92	2.82	3.14	2.84	2.48	2.34	2.[illegible]
July	2.72	2.79	2.63	2.90	2.95	2.85	3.14	2.84	2.48	2.35	2.[illegible]
Aug.	2.75	2.81	2.65	2.94	2.97	2.88	3.20	2.87	2.51	2.39	2.[illegible]
Sept.	2.77	2.84	2.67	2.96	2.98	2.90	3.27	2.89	2.53	2.39	2.[illegible]
Oct.	2.79	2.85	2.69	2.98	2.99	2.90	3.28	2.91	2.55	2.41	2.[illegible]
Nov.	2.81	2.87	2.71	2.99	3.01	2.91	3.28	2.92	2.54	2.35	2.[illegible]
Dec.	2.82	2.88	2.70	3.01	3.03	2.92	3.28	2.95	2.53	2.31	2.[illegible]
Percent change, December 1955 to 1956											
Avg. wkly. earnings	+5.6	+6.2	+4.6	+7.0	+7.7	+4.4	+6.7	+7.1	+3.9	+3.8	+2.[illegible]
Avg. wkly. hours	0	+ .3	0	+ .3	+ .3	− .3	− .8	+ .6	−1.0	− .3	−2.[illegible]
Avg. hrly. earnings	+5.6	+5.9	+4.7	+6.7	+7.4	+4.7	+7.5	+6.5	+5.0	+4.1	+5.[illegible]

Source: Department of Labor.

(NOTE: Table G-7, Registered Apprentices in the Building Trades, was scheduled for this issue but has been delayed pending revisions resulting from expanded coverage. Data will appear on a semiannual basis, and were last shown in the September 1956 issue.)

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